

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
SHOWERY.

Barometer 30.00

November 3, 1914, Temperature 6 a.m. 74, 2 p.m. 81
Humidity 88, 74

November 3, 1914, Temperature 6 a.m. 73, 2 p.m. 75
Humidity 76, 70

2950 號六十月九年寅甲

TUESDAY, NOVEMBER 3, 1914.

二拜禮 號三月一治英

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

THE RUPTURE WITH TURKEY.

BRITISH AND FRENCH AMBASSADORS DEPART.

Effects of the Bombardment of Tsingtau.

[Reuter's Service to "The Telegraph"]

Ambassadors Leave.

Nov. 2, 4.40 p.m.
Reuter's correspondent at Amsterdam states that, according to a Berlin despatch, the British and French Ambassadors left Constantinople last night.

A Farewell Interview.

Nov. 2, 1.5 p.m.
The Turkish Ambassador in London had a farewell interview with Sir Edward Grey, to-day.

The same arrangements are being made for his departure as were made for the departure of the German and Austrian Ambassadors.

EARLIER TELEGRAMS.

Maritz's Force Defeated.

Nov. 2, 6.30 a.m.
A Capetown report states that the rebels in the Lichtenburg district have been defeated.

The rebels lost thirteen killed and thirty-six wounded, while two hundred and forty were taken prisoners.

Most of the rebel leader Maritz's chief supporters have now been accounted for.

Stock Exchange and the War.

Nov. 2, 6.30 a.m.
In order to avoid the necessity of making forced realisations the Government has arranged with the Bank of England to make advances to certain classes of lenders on the Stock Exchange to enable them to continue loans till the end of the war.

German Report Denied.

Nov. 2, 6.30 a.m.
According to a telegram from Paris, it is semi-officially declared that the Germans never invested Verdun. They only attempted to bombard one fort, at long range, for twenty-four hours, without, however, inflicting any damage upon it.

Ambassadors Leave Constantinople.

Nov. 2, 6.30 a.m.
A message from Constantinople, of Saturday's date, states:—The British Embassy has arranged to leave to-night. The Russian and French Embassies will follow. Many Britishers have left.

Bedouins Invade Egypt.

Nov. 2, 6.30 a.m.
It is reported that two thousand armed Bedouins have penetrated into Egyptian territory.

The Siege of Tsingtau.

Mr. S. Imai, Consul-General for Japan, has received the following official news, published by the Naval Department on the 1st November:—

Early on the morning of the 31st October, the second division of our Navy, together with the British cruiser, renewed the bombardment of the enemy's forts and the coast as on the previous day, and the bombardment continued until sunset. We sustained no damage. Most of the enemy's forts kept silence, the two exceptions being the Hoi Chuan Chue and Tai She Chan forts, which directed a fierce fire upon our army position. The former fort especially did its best by replying to our attack the whole day long, either firing upon our Navy when we came nearer, or directing their guns on our Army when we moved a little farther from them. According to our observation, most of our shots were accurately placed on the Hsiao Chan Shan fort and Chan Shan vicinity, and we demolished the enemy's defensive works. At daybreak to-day, a fire broke out near "Great Port," and an explosion of an oil tank caused black smoke spreading all over the sky. In the evening another fire occurred at Hsiao Chan Shan and the flames were reflected far over the sea.

An enemy gunboat of the Tiger type, which lost one of her funnels on the 30th October, consequent upon being hit by the heavy gun corps of our Navy, is not to be seen in the Harbour this morning.

THE "GERMAN BLIGHT."

Its Influence in Africa and the East.

One of the most practically useful effects of the present war will be the obliteration of Germany as a possessor of colonies, says *Eastern Engineering*. The satisfaction at this event will be shared not merely by the enemies of Germany, but by the German traders themselves. For, wherever the German flag has been allowed to float on overseas territory, the unfortunate German business men who found their way there have been so harassed by taxation and restrictive measures imposed by the German Government that even when such colonies have proved themselves to be rich in resources the traders have been unable to make a profitable living. We have often pointed out how, as a neighbour in Africa, Germany was thoroughly undesirable. Now that German Togoland on the west coast of Africa has been seized by the British and French forces in the neighbouring colonies, and Dar-es-Salaam, the only port worthy of the name in German East Africa, has been destroyed, the blighting influence of Germany is well on the wane in Africa. The destruction of Dar-es-Salaam no doubt is merely the prelude to conquering the whole of German East Africa, and as the destruction of their port carries with it the closing of their only outlet where deep-draft vessels can lie, we may take it that the Germans will be bottled up in the interior until such time as it is thought necessary to subdue the entire colony. The necessity for this step in the interests of humanity has long been more than obvious to people who knew the conditions. The brutality of the Germans in dealing with the natives has been such that over and over again the natives have expressed themselves as looking back with regret to the days when the unscrupulous Arab slave traders were, practically the only outsiders with whom they came in contact. As with Togoland and German East Africa, so, we take it, Germany will lose Cameroon and German South-West Africa. In both these colonies the grasping methods of the German Government on the one hand, and the brutality of the Germans towards the natives on the other, make it clear that they are not fit to rule this or any other spot on the face of the earth. Samoa is already taken over by New Zealand, and it is to be hoped that New Guinea will follow suit at the instigation of Australia. The fate of the German colony in China, at Tsingtau, has been sealed by the Japanese, and no doubt by the time this issue of *Eastern Engineering* reaches China there will be no such thing as German territory in that Republic. For this fact China will be thankful, for the Chinese have long since recognised to their cost the meaning of the "German Blight," though they have hitherto been unable to resent it.

GERMAN WAR MATERIAL

Has it Anything to Recommend it?

Some twenty months ago we dealt in these columns, in what we consider to have been a very unbiased manner, with the quality of German war material, says *Eastern Engineering* for September. We pointed out that the ammunition supplied by the Germans to the Turks during their last war was of inferior quality, and we attributed in

some measure the severe and unexpected losses of the Turks to that fact as well as to the tactics of those German officers who had been instructing them in military matters. From this we endeavoured to show how ill-advised the Chinese had been in purchasing their war material from Germany and employing German military instructors. That very simple and straightforward article created a storm of abuse in the German papers, and especially in the technical Press of that country, which is largely owned by Messrs. Krupp and other makers of German war material. Since that time our words have been confirmed, perhaps unwittingly, by no less a person than King George of Greece. When his Majesty some time ago met Wilhelm II. of Germany, he told him that he attributed Greece's victory over the Turkish forces largely to the influence of Germany. The irony of that remark lay in the fact that whereas Greece has absorbed all her modern military knowledge from the French, the Turks, as above explained, were foolish enough to rely on Germany not only for their tuition, but for their war material. But if that is not sufficient testimony in favour of the accuracy of our contention the few weeks of the present colossal war in Europe have sufficed to confirm our contention. For the German guns and ammunition in the hands of the Germans themselves have already proved to be far inferior to those of any of the forces opposing them. When we wrote that much-abused article we did not suggest that the Germans could not make good materials for their own use; we merely stated that they were selling bad stuff to Turkey and presumably to China. We still believed that they were capable of making good stuff for home consumption, though this belief was merely based on what they had proclaimed so loudly to the world, and the knowledge that the safety of the Vaterland depended on it. We took them at their own valuation in that respect, and in this we were wrong. The object lessons of this war will no doubt reach the uttermost recesses of the earth, and it is not necessary for us to advise the Chinese or any other nation to refrain in the future from purchasing arms and ammunition that have been "made in Germany," for it is quite certain that Germany will not be in a position to furnish anything of the sort for years to come. Possibly there may be no such country as Germany by that time, and in the interests of humanity it is to be hoped that such will be the case.

BRITISH ENGINEERS.

A Sound Movement on Foot.

All British engineers, and many of those of other nationalities, are agreed just now, says *Eastern Engineering*, that they will purchase only British manufactures, but they do not find it so easy in the case of some commodities to discover the best firm with which to place their orders. It has been a common trick with German manufacturers to organise branch establishments in England, and by means of an English title, possibly including the word "British," to mislead customers into the idea that they were purchasing British goods. With the idea of counteracting this influence and helping British manufacturers in the purchase of home-made supplies, the British Engineers' Association have issued an official directory. Membership of the Association is, as we have frequently reiterated, proof positive that a firm is really British. Thus anyone purchasing plant from the

members can rest assured that it was manufactured in the British Isles. This directory, however, is not merely a list of the two hundred and forty odd members of the Association, but also includes a classified list of their products. Some idea of the comprehensive character of the index may be gathered from the fact that it includes such items as aeroplane propellers, wire for lacing belts, linoleum machinery, observatory domes, stuff chesie (for paper making), and many other little-known engineering products, which are, nevertheless, essential to civilised life. It is, in fact, the most thorough list of the kind we have seen, and has cost an enormous amount of labour on the part of the Association to compile. The Association is, we believe, now making another list, the converse of that described above. It is a Black List of firms trading in England under English names which are, in reality, foreign concerns. Naturally, this latter list is not published, and is only kept for reference. The official directory of the members has been distributed not only among merchants in China, but also to every British Commercial Attaché, Consular official of importance, and Trade Commissioner throughout the world. This has been done with the full sanction and approval of the Foreign Office and the Board of Trade. It will thus be seen that purchasers of engineering plant all over the world, and especially in the Far East, can now readily determine where they can place their orders with the assurance that they will secure British goods.

EGYPTIAN COTTON POSITION.

A Ministerial Decree, issued at Cairo on Sept. 3, annuls the decision of the Alexandria Bourse des Marchandises of August 8, fixing the forced liquidation of all cotton contracts at the price of 153 tallars, and suspends for the time being the functions of the Commissioners. All eventual necessary measures are to be taken temporarily, by decree of the Minister of Finance, with the approval of the Council of Ministers and with due regard to the interests of all parties. Since that date the proclamation of a general moratorium and the other measures taken by the Government have relieved the financial strain, and have permitted a further study of the situation. It has become clear that the decision in question hampers the negotiations which are being carried on with representatives of other cotton markets, and also that many interests are involved other than those of the members of the Bourse des Marchandises. There are, at least, grave doubts whether the Committee was legally competent to deal with those wider interests. In these circumstances it has appeared to the Government that a satisfactory solution would most easily be found by calling in the aid of an advisory committee of bankers, brokers, and cotton merchants, who should be asked to examine the situation anew, without being bound by any decision already taken.

The monthly bulletin of the Ministry of Agriculture for August shows that the cotton crop is well over the average in Lower Egypt. In Upper Egypt the state of the crop is not so good, as, while in the province of Ghiza it is 6 per cent. above the average, in other provinces it is 5 per cent. to 10 per cent. below the average. In the early part of the month the water supply was short, but the early flood waters having passed Cairo on August 8, the supply subsequently increased so rapidly that on August 8 all canals drawing from above the Delta Barrage were fully open. Worm

THEM COSSACKS!

By "Orace."

One of the best mottoes I know is the one that tells you to "believe nothin' you hear and only 'arf of wot you sees." That's my motto from now on, any'ow, and it's all along with these 'ere rumours about the Russian soldiers wot everybody's 'eard about and wot nobody ain't seen. I got it fast from a chap I know, who told me that 'e knew it for a fact from 'is Uncle Parker. Which it transpires, as the papers always say, that the old gent woke up one night and 'eard 'eaps of trains a-rumblin' past the bottom of 'is garden. Well, when one of these 'ere trains stopped just there, Uncle Parker must needs get up to see wot 'e could see, which wasn't much, becoss 'e said, the train was all dark and the blinds was down. But Uncle Parker 'eard 'em talkin' inside the carriages, and so 'e knew tha' they was the Russians a-streakin' down through England to slip across the Channel and ketoh the Kaiser fair on the 'op. "But," I says, "ow did your Uncle Parker twig they was Russians?" I says, "Wot did 'e 'ear them say?" So 'e told me that one of them Cossacks behind the blinds 'ollers out very distinct and plain, "Ow long are we a-goin' to stick in this 'ere bloomin' 'ole?" "Cossacks," I says, "Cossack my aunt!" I says, "If that there wasn't good honest Whitechapel, call me a German," I says. So there went another rumour up in the air all along with Uncle Parker 'avin' night-mare. So I made a vow more particular than ever that my war news was goin' to be pipin' 'ot off the bulletin on the wif windows of this 'ouse, where they belonged, and where none of your Uncle Parker flap-doodle ever got posted.—*Pall Mall-Gazette*.

"THIS IS THE TRUTH."

Austria's Apprentice in Lie Factory.

Amsterdam, Sept. 3.

A Vienna official telegram states that the Austrian generalissimo has issued the following army order:—
"The situation of the Germans and Austrians is favourable. The Russian offensive is beginning to break down. We, with the German troops, shall beat again the enemy already beaten at Krasnik, Zomczas, Isterburg, and Tannenbourg.
"The German main army has without hindrance penetrated deep into France, where a new victory is imminent. In the Balkan theatre of war we are fighting the enemy's territory, and the Serbian resistance is beginning to weaken.
"Internal dissatisfaction, insurrections, and lack of food threaten our enemy in the rear, while the dual monarchy and Germany are united and full of confidence of fighting out to the end this war which has been forced upon us. This is the truth about the situation.
"This proclamation must be made known to all officers and men in their respective mother tongues.—(Signed) The Archduke Friedrich."—*Reuter*.

damage is slight, save in one or two of the Upper Provinces, where about 12 per cent. of the bolls have been attacked by the pink worm or boll worm. The cotton worm, however, did virtually no damage. Picking will not be general until about 15th September, although it has already begun in Assiut and south thereof. The crop all round is a promising one. The question of the necessary financial measures to lift it is engaging the earnest attention of the Government, and it is hoped that a satisfactory solution will be found as the result of the steps that are being taken both here and in London.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

It is reported that 2,000 armed Bedouins have penetrated into Egyptian territory.

Most of ex-Colonel Maritz's chief supporters have now been accounted for.

It is semi-officially declared in Paris that the Germans have never invested Verdun.

The Turkish Ambassador in London yesterday had a farewell interview with Sir Edward Grey.

A Berlin despatch states that the British and French Ambassadors left Constantinople on Sunday evening.

The South African rebels in the Lichtenburg district have been defeated, a number being killed and wounded and 240 taken prisoners.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

General news and war news from Australia appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 3 and log book on page 6.

A statement by His Majesty's Government regarding our relations with Turkey is given elsewhere.

A list of gifts sent by the American ladies of Hongkong to the children of British soldiers and sailors at the war is given to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Licensing Sessions.

H.K.F.C. Annual General Meeting, 5.30 p.m.

Thursday, November 5.

Hongkong and South China Steam Fisheries Co. Ltd. Meeting—noon.

Saturday, November 7.

Sale of Curios etc.—G.P. Lammer's Sales Rooms—2.30 p.m.

Hongkong A.D.C. "Blue Bird" Gala night, Theatre Royal—9.15 p.m.

Tuesday, November 10.

Hongkong A.D.C. "Blue Bird" Theatre Royal—9.15 p.m.

Thursday, November 12.

Sale of Household Property—G.P. Lammer's Sales Rooms—3 p.m.

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Hongkong, 16th August, 1910

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Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 39 Colborne Street, 1st floor.

Hongkong, 29th Jan., 1912.

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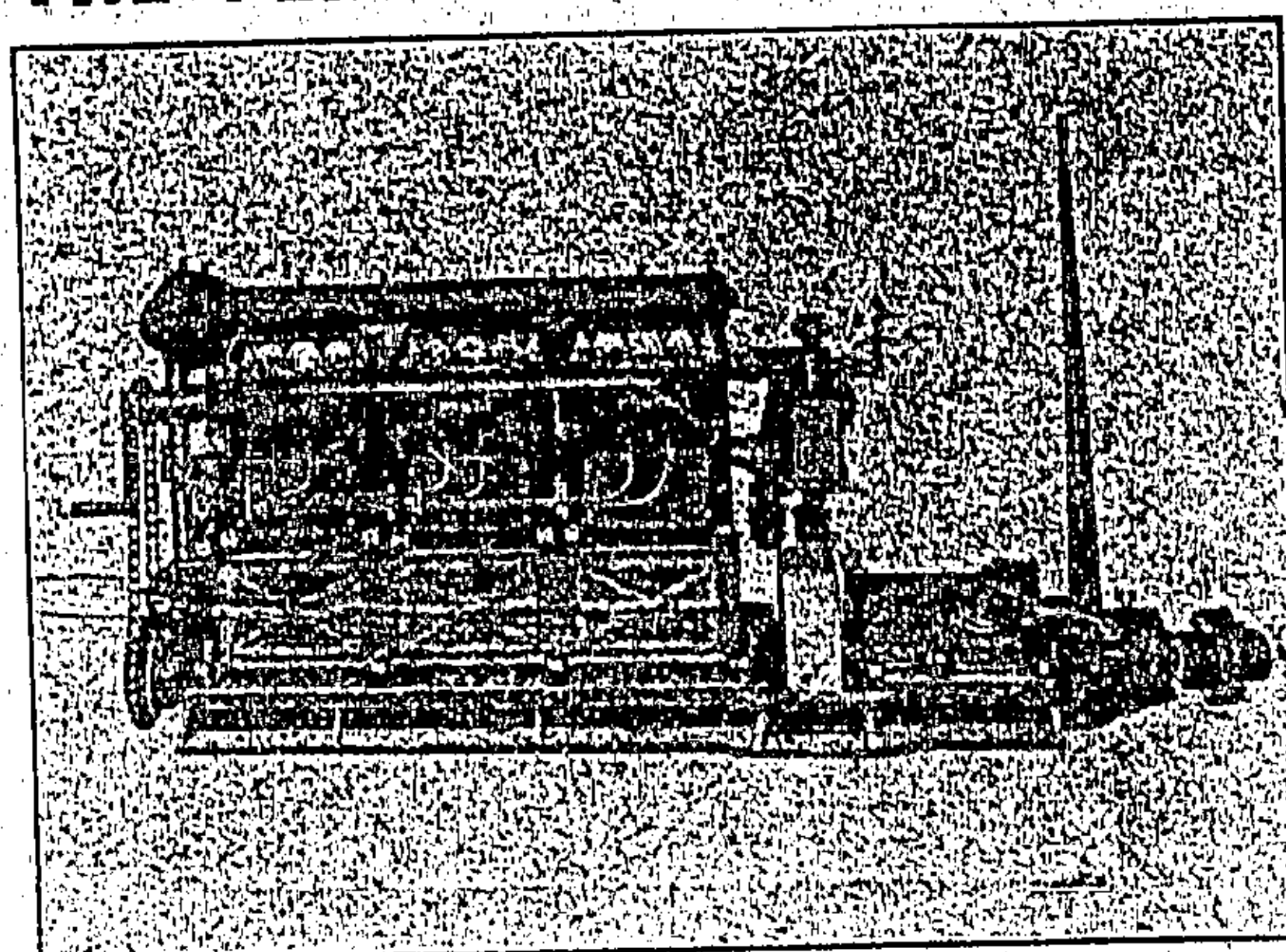
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South China Morning Post.

Turkey and the War.
It should also be added that Russia maintains a powerful Caucasian army, entirely distinct from her European army, which could be moved across the Turkish frontier in case of need; while Greece, having emerged from the recent Balkan wars stronger and more confident than ever, would not be slow to seize an opportunity to rid herself for ever from the menace of Turkish revenge. Turkey has evidently consented to play Germany's game on the strength of a doubtful promise of reward and has decided not to remain neutral or to disarm the Geobian and Breslau and intern their crews. In arriving at this decision Turkey has evidently forgotten that Germany did not stir a foot to help her when she was despoiled of Tripoli by the Italians and of her Continental empire by the Balkan allies, but has preferred to lose the substance, in supporting the Allies, by grasping at the shadow of reward, backed by a nation which has confessed that treaties and obligations are but "scraps of paper" to be destroyed at will.

Daily Press.

War With Turkey.

It has been perfectly plain for some weeks past that a strong party in Turkey has favoured joining in the war on the side of Germany. Events have now drifted to a point at which we may consider that the knell of Turkey in Europe is about to be rung. German machinations have brought Turkey to the very brink of war with Great Britain, Russia and France, and before these lines appear in print the formal declaration may be made, and hostilities commenced in earnest. Turkey indeed some days ago commenced hostilities against Russia by bombarding two of her ports and sinking a couple of her torpedo-boats, and British interests in Egypt are being threatened by the massing of cavalry in the region of Akaba, from which point it is not unreasonable to suspect that, under German inspiration, a raid on the Suez Canal is contemplated. It is not unlikely also that the appearance of Turkish scouts at Shorn, at the extremity of the Sinai Peninsula, foreshadows some attempt to interfere with shipping traffic at that point, possibly by sowing mines in the Gulf of Suez. We can see no other significance in the report.

China Mail.

What of Foreign Patentees after the War?

It would not be worth anyone's while to go to the expense of laying down machinery and plant for the establishment of a new manufacture if he is to be liable to be stopped six months after the expiration of the war, or if he may then be called on by the foreign patentees to pay an unknown royalty in order to continue the manufacture or the process he had established. Of course much will naturally depend upon the terms to be obtained at the end of the war. If we conquer "all along the line" our Government may make any terms it likes.

The Act and Rules have been drafted to meet circumstances that might arise; they have not been drafted, as we have heard and seen it assumed, as an engine of destruction against the industrial property of our enemies. We may be sure that the Board of Trade will act fairly and honourably, and will vigorously discourage applications by persons who are not in a position to prove the requirements mentioned above. It is to be hoped that our enemies will deal fairly and honourably in regard to British patent property in their States.

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GENERAL NEWS.

The Pet Goat.

The most famous of regimental pets is the goat of the Royal Welsh Fusiliers, but the record for service with the colours belongs to the late and much lamented Bob of the Royal Berkshire Regiment. Bob—a dog—was at Malwand when his regiment made its gallant stand to cover the guns, and he figures in the group of heroes pictured in "The Last Eleven at Malwand." He came off with a bullet wound in the back, and on returning to England had the honour of being decorated by Queen Victoria.

For the Fund.

The general manager of the Anglo-Saxon Petroleum Co., Ltd., at Miri, Sarawak, writes confirming a report that the members of the staff there are contributing 5 per cent. of their pay to the Prince of Wales' Fund during the continuance of the war. He says:—A number of the members of the staff here have undertaken to contribute during the continuance of the war 5 per cent. of their salaries and others lesser sums monthly, whilst we have received contributions amounting to over \$500 for the fund.—Sarawak Gazette.

Handshaking.

If success attends the movement inaugurated in Washington to stop the practice of shaking hands with the President's wife, every future "Lady of the White House" will have good reason to be thankful. The handshaking ordeal is the worst a President of the United States is called upon to endure, and this ordeal is to a large extent shared by his wife. Unless they learn how to grip firmly and in advance each hand proffered, they run the risk of being crippled in the right hand and arm. Mrs. Grover Cleveland left the White House with her right hand permanently enlarged.—Exchange.

The Richest Man in Germany.

A useful acquisition has been made that financial reparation for Belgium should be sought in the fortunes of the House of Hohenzollern. An eminent German authority, Herr Rudolf Martin, last year published some figures which made the Kaiser easily the richest man in Germany, with an annual income of over a million sterling derived from possessions valued approximately at £20,000,000. Throwing in the Crown Prince and Prince Henry of Prussia, the principal members of the Hohenzollern family own property valued at approximately \$25,000,000.

A Land of Big Trees.

The North Coast district of New South Wales has within recent years received its best advertisement from the squabbles that have taken place in the State Assembly regarding the construction of its railway. It is the State's chief cattle-raising district and, on that account, is interesting enough, but to the holiday-maker, while it differs from some of the more thickly-populated places nearer Sydney, it offers plenty of attractions of the sort that can best be appreciated by the man who likes to keep on the move. The man who wants a "lazy" will probably choose other ground; he who desires to see something of the State's resources under circumstances at once pleasant and profitable might do worse than spend a few days probing into a neighbourhood that is not too well-known.

Mrs. Bryan a Suffragist.

Washington, September 18.—In a signed statement made public here to-day through the Congressional committee of the National American Woman Suffrage Association, Mrs. W. J. Bryan, wife of the Secretary of State, declares herself in favour of woman suffrage. The statement was made public to set at rest rumours that Mrs. Bryan was opposed to the movement. It is as follows:—"I have never been an anti-suffragist nor attended any anti-suffrage meetings. I have been a firm believer in suffrage without a sex qualification for twenty-five years, and wish success to the equal-suffrage movement. Our elder daughter has been an interested voter in Colorado, our younger is a member of the College League at the Nebraska State University."

NOTICE



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WAR NEWS FROM AUSTRALIA.

German Prize Ships.

At a sitting of the Admiralty Court in Prize, at Sydney, on October 5, applications were to be made in respect to condemnation of the following German vessels, at present in Sydney, as prizes of war.

Ship.	Master.
Sumatra	Wilhofer.
Melbourne	Hauß.
Germania	Jepsen.
Tiberius	Saunders.
Berlin	Heyenga.
Athene	Dahn.
Olinda	Harmeister.
Susanne Vinces	Proies.
Carl R. Vinces	Sandvei.
Wotan	Lorenzen.
Stolzfeld	Altmeppen.
Onabruok	Voas.

New Zealanders at Samoa. The New Zealand expedition which is occupying German Samoa is having a fair amount of incident, if no fighting. A mounted section had a four days' ride round the island in pursuit of some German officials who had cleared out when the place was captured.

One of the troopers who made the journey said that the country was the roughest he had ever seen. There were no roads, falealili, on the other side, was reached at the end of the fourth day. On the way every village was decorated in honour of the party, and there were great feasts, followed by dances. The cuisine was particularly good, as it included pork and chicken six times a day, bread-fruit, and other delectable if mysterious dishes. "Still," said the trooper, "we were glad to get back to English food. On travel we have to swim all the rivers, and our wet clothes dry on our backs. We have done 120 miles in the four days, carrying 150 rounds of ammunition and rations for two days. The Samoan horses are very small, and they are not fit for the work." The trooper added that mosquitoes were playing havoc with the men's faces. Work was plentiful, and there were two big camps.

Prinz Waldemar at Honolulu. The whereabouts of the N.D.L. liner Prinz Waldemar, one of the three vessels employed in the mail service between Australia, the Bismarck Archipelago, and the East, was disclosed on October 1 in a letter received by the Canadian mail steamer Marama. When war broke out the Prinz Waldemar, it appears, cleared out suddenly from Moji (Japan), and made a dash for Honolulu. She was there when the Marama left for Sydney in company with the Pommern, a cargo boat of the N.D.L. fleet, which escaped from Brisbane, and consumed her copra cargo as fuel for the run to a neutral port. Captain Jurany had brought the Prinz Waldemar to Kobe from Sydney, where all passengers had been landed. The vessel then proceeded to Kiki, there to receive about 1,000 tons of the best coal obtainable. The Prinz Waldemar was at Moji, a Japanese naval base and big coaling

centre, when Captain Jurany was ordered to get away without delay. He succeeded in steaming from the land-locked harbour of Moji on the night of August 7. On reaching Honolulu absolute silence was maintained by the staff of 14 German officers in the Prinz Waldemar concerning events that might have happened during the time which elapsed from departing from Moji until arrival at Honolulu. Asked why a fast passenger liner like the Prinz Waldemar would require 32 days to cover the distance ordinarily steamed by American and Japanese vessels in about one-half that time the Germans from the commanding officer to the quartermasters simply shrugged their shoulders and smiled. One report was circulated that she had been in touch with the German cruiser Nürnberg during the voyage. The crew of the Prinz Waldemar consists of 43 Chinese, 17 Malays, and 3 East Indians.

Steamship Line to Rabaul. Messrs. Burns, Philp, and Co. intend, should sufficient inducement offer, to open up direct communication with a line of steamers from Sydney to Rabaul, or Simpsonhafen, which was recently captured from the Germans. It is proposed to despatch the first boat about October 14, and she will probably touch at Frederick Wilhelm Haven. The service may possibly develop into a regular monthly line.

RHYMES OF THE TIMES.

The Truce in the Stubble.

"Little brown bird in the stubble,
What of the man with the gun?
September the first should bring
trouble,
But where are the equire and
his son?

And as to the guests who come
down for the shooting,
There's never a one!

"O! the equire's in no humour
for blazing
At little brown birds on his
own,

But we've seen the recruits he is
raising,
So martial a man as he's
grown,

And his son has gone out with
his regiment they tell me
To... somewhere unknown.

"The small game must hide,"
says the keeper,
(The old one—the young ones
have gone),

Though the fields have been
short by the reaper,
There's a harvest now waiting
out yon.

But when they have settled the
Germans, there's trouble
For us coming on! C.E.B.

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nection with financial reforms; and (3) to adopt the gold standard. The Government has expressed approval of the proposals and has placed the same before the political conference in the State Department.

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The N.Y.K. advise that their vessels are now treated as privileged steamers by the Customs, but pre-entry clearances must still be made for restricted cargo, and special licence is still required for prohibited cargo. Innocent cargo can be shipped without pre-entry clearance, but all ship-

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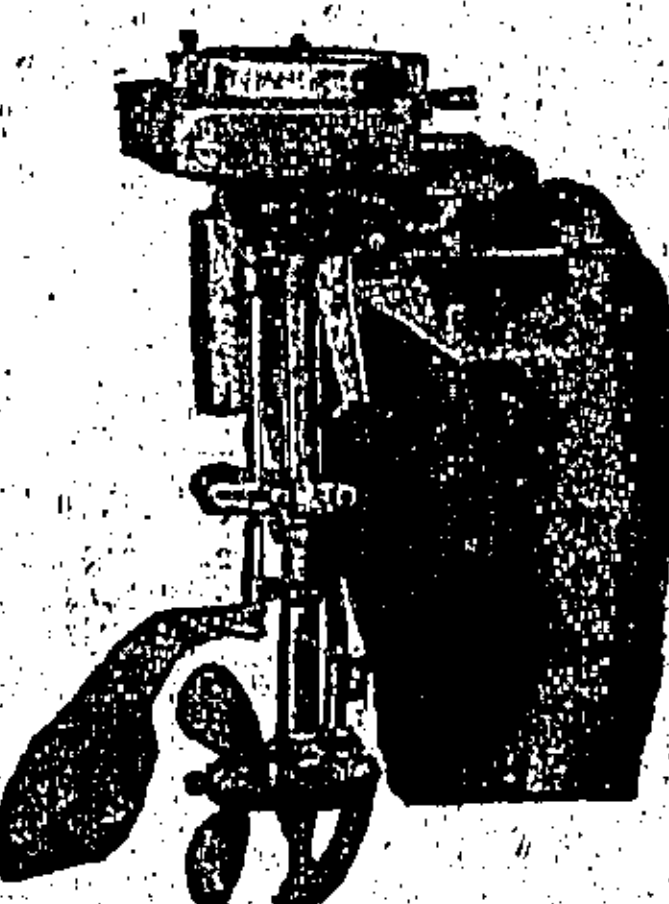
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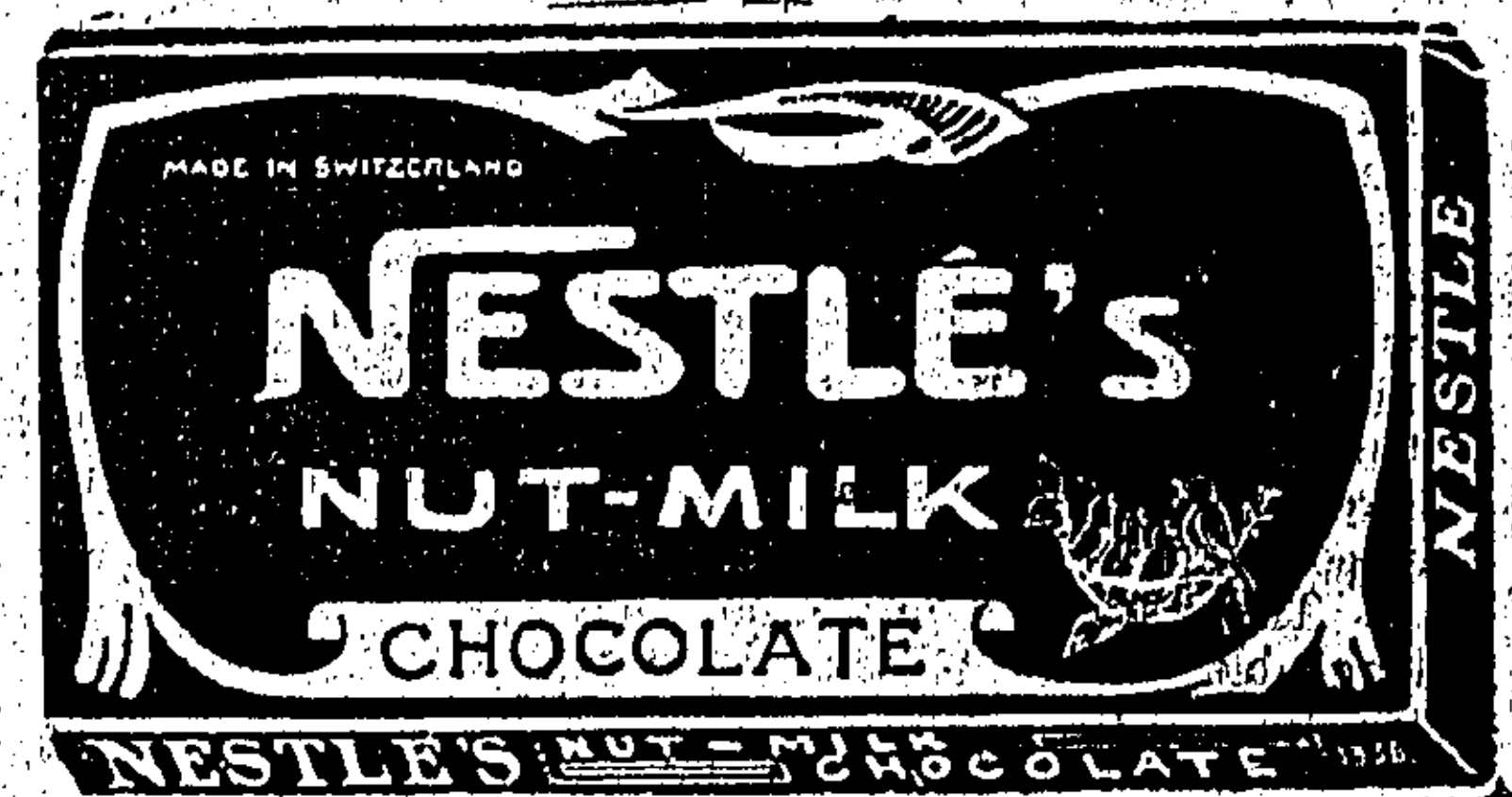
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to subscribers by, the Dairy Farm Company, Ltd., Shamshing,
Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

BIRTH.

WATSON.—At Dennis Villa, Kennedy Town, on the 2nd inst.,
to Mr. and Mrs. A. Watson, a son.The object of this paper is to publish correct information, to serve
the truth and print the news without fear or favour.

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HONGKONG, TUESDAY, NOVEMBER 3, 1914.

LUCKLESS TURKEY.

In the half-dozen wires received in Hongkong during the past
two or three days, concerning Turkey, there is almost a volume of
history. In default of a volume one is fain to go to the other
extreme and express the whole matter in half a line: Turkey is at
her old tricks again. Before any declaration of war has been made
she has shelled unoffending ports; she has attacked and sunk
Russian ships, and then has sought to shelter herself behind the
statement that these raids "took place without the knowledge of
the Ottoman Government." We are irresistibly reminded of the
Chinese thief who periodically informs the Hongkong magistrates,
with an air of bland innocence, that the stolen goods were given
him "to hold," by a man whom he didn't know. Ever since
Turkey fell from her former greatness this sort of policy has been
here: to do things that are despicable, and then to disclaim any
responsibility therefor.

The sequel, at any other time than the present, would be
laughable. The Allies tell Turkey, in language plain enough
for the ordinary purposes of life, that she must explain the
Black Sea outrages and must cease her fooling over
the Goeben and the Breslau—or else must take the
chances of war. Turkey says nothing—and "keeps on saying
nothing" in reply to what amounts to an ultimatum. Perchance
she thought that the Grand Vizier's assurances that Turkey would
not embark in war were sufficient. But with the nations who have
the matter in hand she may find that it is a case of "once bitten,
twice shy." For reasons which none of us of this generation can
pretend to grasp fully, England, in 1877, championed Turkey.
Even as recently as the Greco-Turkish War, England accepted her
"assurances" in regard to the treatment of her Christian subjects
etc. But those were the days of play. We are at war now, and
even if the Porte had not to reckon with Russia, she would find the
Britisher a much rougher handful to deal with, when it comes to
seeing promises carried out, than she had ever imagined him to be
in times of peace.

Had Turkey played a square game and not indulged in contemptible
subterfuges and silly time-gaining expedients, one could have
found it in one's heart to pity her in her present straits. For years she
has been in the grip of Germany—a veritable money-lender's grip,
in her case—and has not dared to say her soul was her own.
Germany did the dictating and it was for her to obey, lambl-like.
How many stories of magnificent German victories have been
circulated about the Bosphorus, with the avowed intent of coaxing
or bluffing the Turks into taking sides against the Allies, it is
impossible to say. That Germany has not lost a single opportunity
of trying to draw them into the trouble is clear enough; and so
Turkey is faced with a dilemma that must puzzle even her
most astute diplomats: if she favours the Allies, Germany
becomes her inexorable foe; if she takes sides with Germany she
has the Allies—with special reference to her old enemy Russia—to
deal with. Of course the obvious way out is to play a perfectly
straightforward and honourable game; to declare once and for all
her neutrality and to stick to the very letter of that declaration.
But is it in her to do this?

The Patriotic Suffragists.

No proof of the unity
of all classes at home in the
present crisis could be more
emphatic than that provided by
the militant suffragists in the
steps they are taking to succour
the poor and the distressed. A
few months back these voteless
women were scouring the land,
smashing windows, destroying
famous works of art and even
doing a little bomb-throwing.
To day they are feeding the
hungry and providing work for
workless. All of which goes to
show that when the Old Country
is threatened we need never fear
internal disruptions of any kind.
In the realm of politics, Liberals
and Conservatives, Home Rulers
and Ulsterites have all forgotten
their differences; and now the
suffragists are showing that they
are to whit behind the others in
rallying to the country's
call. Closed ranks and a
united front—that is what we
need to all-comers to-day.

One point about the activities
of the suffragists is that they are
showing themselves to be most
admirable organisers. We read
that at Poplar and Old Ford, the
East London Federation, under
no less a leader than Miss Sylvia
Pankhurst, is supplying very
cheap meals, two-pence for
adults and a penny for children
—is running three pure milk
depots and an infant clinic, and
is distributing milk gratis to
nursing mothers. An employ-
ment bureau and sewing work-
rooms are also among the
projects launched by the Federa-
tion, while a creche and a pickle
and jam factory are to be started.
And what deserves special
emphasis is the fact that the
suffragists are paying a real
living wage to their employees.
What a change the war has
brought about!

Crime and War-time.
We should like to see how the
number of criminals convicted
under British law since the war
broke out compares with that
which obtained during the pre-
vious three months. Of course
the war news takes precedence of
all other in the papers, and
therefore many police-court and
sessions cases are suppressed
altogether; therefore we cannot
judge entirely by the press re-
ports. Nevertheless there is
no getting away from the
statement of one of the
Criminal Court judges in London
a month or so ago, to the effect
that crime in the metropolis was
immensely on the decrease. There
is a variety of ways in which this
fact would be explained. The
criminal is not perpetually a
criminal; the wicked, like the
good, have their "off days." One
likes to think that, at a time when
the Empire's sons are giving
their blood so unselfishly in
order to show how dear they hold
their national honour, even the
lowest type of rogue is shamed
into a temporary spell of decent
conduct.

Other Explanations.
To do human nature justice
one is almost bound to admit
that this explanation accounts for
at least some of the diminution
in crime. But another point to
be remembered is that the Special
Constable movement in England
has doubled the means of keeping
order in the big cities. From a
recent Home paper we see that
various of these Specials have
been warmly congratulated by
magistrates or judges on the
good order which they have
assisted in maintaining. Then
another thing. The magis-
trates have, without doubt,
realised that, at a time such as
this, it is their duty to suspend
the practice of tempering justice
with mercy; that, if a man is
found enough to take advantage
of the country's being engaged
in war to commit crime, he
deserves the utmost punishment
the law can inflict. As
examples we may quote the
two following. Last month
a man in London was sentenced
to three years' penal servitude
for attempting to steal a horse,
where, under normal circum-
stances, he would probably have
been dealt with at the police
court. Secondly, at the Hong-
kong Magistracy yesterday, for
snatching an ear-pick from a
woman a Chinese was rewarded
with four hours' stocks, twenty-
four strokes and a year's im-
prisonment.

DAY BY DAY.

IT SEEMS TO ME IT IS THE SAME
WITH LOVE AND HAPPINESS AS
WITH SORROW.—THE MORE WE
KNOW OF IT THE BETTER WE CAN
FEEL WHAT OTHER PEOPLE'S
LIVES ARE OR MIGHT BE, AND SO
WE SHALL ONLY BE MORE TENDER
TO THEM AND WISHER TO HELP
THEM.—Elliot.

The Weather.

Lower level 8 a.m. Temp. 78;
fine.
At the Peak 8 a.m. Temp. 69;
fine.

The Mails.

French Mail from Europe.—Due
to-day at 2 p.m.
Canadian Mail.—Closed to-day at
10 a.m.
Australian Mail.—Closed to-day
at 11 a.m.
European Mail.—Closed to-day
at 11 a.m.
Siberian Mail.—Closes to-day
at 5 p.m.

Count the Columns.

Yesterday the Telegraph pub-
lished 36 columns of solid
reading matter. To-day there
will be 36 published.

The Dollar.

The rate of the dollar on
demand to-day is 1s. 8.5-10d.

Licensing Sessions.

The annual Licensing Sessions
take place to-morrow afternoon.

Injured at the Cement Works.
A Chinese, who met with an
accident at the Cement Works,
has been sent to the hospital to
have injuries to his throat attend-
ed to.

Major's Loss.

From Major Robertson the
police have received a report that
some person has stolen from a
bedroom in his house, Hankow
Road, a watch valued at \$30.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals
begs to acknowledge with thanks
the following donation to the
funds of the Hospitals:—Anony-
mous, per Bishop of Victoria,
\$5.

Acknowledged.

The Secretary of the O.M.S.
South China Mission begs to
acknowledge with thanks the
receipt of \$34.62, being part
of the fund of the O.M.S. Hospital at
Pakhoi.

Accident to a Policeman.

A Chinese fell down a hold on
the s.s. Laertes and damaged his
head. P.C. James went to his
assistance and he also met with
an accident, breaking his arm.
The Constable has been sent to the
hospital.

Taking Liberties.

The quiet of Mr. Wood's court
was disturbed this morning by
a Chinese who hailed a friend
passing in the street from the
court verandah. The delinquent
was brought before the magis-
trate, who fined him \$10.

Still Sentence.

Twelve months' imprisonment
for returning from banishment,
six months for burglary, as well
as four hours' stocks and twelve
strokes of the birch was the sen-
tences passed on a Chinese at the
Police Court this morning.

Alleged to be Insane.

The police have sent to the
hospital an unknown Chinese
male, alleged to be of unsound
mind. He was found in Des
Voeux Road West, is about 35
years of age, and has the appear-
ance of a mendicant.

The Boy and the Inspector.

Police Inspector McDonald
happened to wake just as a boy
was leaving his bedroom, after
stealing \$43. He buttonholed
the intruder and escorted him to
the Police Court, this morning.
The boy was sent to goal
for three months.

Bail Estreated.

When the case of Henry Wright
was called on this morning, in
Mr. C. D. Melbourne's court, it
was found that the defendant,
who was charged with behaving
in a disorderly manner in the
Grand Hotel, had not put in an
appearance. His Worship made
an order estreating the defend-
ant's bail of \$50.

Impending Marriages.

The following is from the
Times:—"Mr. J. P. Helliwell and
Mrs. Lethbridge.—A marriage
has been arranged and will shortly
take place between Mr. J. P.
Helliwell, of 58, Park Street,
Grosvenor-square, W., late of
Meerut, India, and Violet, widow
of Captain T. C. Lethbridge,
Indian Army."

NOTES ON THE CRISIS.

TURKEY'S DOUBLE DEALING.

How Germany is Wasting Her
Strength.

At the moment the centre of
interest in the war has been shift-
ed from the sphere of actual
hostilities to the part Germany is
playing to drag Turkey into the
war, and the double dealing of
which the Ottoman Government
is guilty in responding to the
pressure. No clearer nor more
concise statement of the unholy
game which the war party of each
country is playing against the Al-
lies, and more particularly against
Great Britain, could be found
than that issued in a Government
Gazette Extraordinary last even-
ing and published in our columns
elsewhere to-day. We commend
that statement to the careful con-
sideration of our readers, who,
when they have perused it, must
admit that most extraordinary
attempts are being made to
force Britain to declare war on
Turkey. And if that is the
eventual upshot, the responsibil-
ity of thus widening the area of
hostilities will belong to Germany
and Turkey, and to them alone.

A Foolish Venture.
Ever since the war began it has
been made abundantly evident
that Turkey has been restive
under her proclaimed neutrality
and has been feeling the strength
of the temptation to seize some
advantage by active intervention.
That temptation has been en-
hanced by all the art of German
diplomacy, and the wonder is that
the persuasions have been resisted
so long. For that we have to
thank the more level-headed of
Turkey's statesmen, but it would
now appear that the influence of
these men has been swamped by
the war party. What the fire-
brands do not seem to realise is
that no real Turkish interest can
be served by yielding to German
pressure, which is founded on the
sole desire, to create embarrass-
ment for the enemies of Germany.

And it is only when she
finds herself in extremities that
Germany calls upon the
Porte to help her. The marvel
is that, with the Austro-
German armies broken and the
German forces more than held
both in the east and the west,
Turkey does not realise that the
venture upon which she is appar-
ently determined to enter is not
so much as an even chance. She
is inviting the Allies to sound her
death-knell, and, unless her
attitude undergoes a complete
change, the time of humiliation
must speedily come.

Futile Attacks.
Germany is slowly but surely
discovering that the policy of
delivering spasmodic counter-
attacks on the enemy from her
Right Wing is in an altogether
fruitless one. In any case these
attempts must have the effect of
wearing out the offensive spirit of
the enemy, and the policy which
dictates them is so unsound from
a point of view of concentra-
tion for decisive action that
one may be pardoned for
wondering why their fatality
has not long since been
perceived. As it is, Germany
has received small change from
her efforts in this direction during
the past few days, and it is worth
noticing that what points have
been occupied in this manner
have very soon afterwards been
retaken by the Allies. How-
ever, we have no grumble if
Germany is willing to waste her
energies in this fashion; she will
need all her strength by and by.

German Admissions.
In view of the recent ad-
mission of the Kaiser to his troops
to annihilate "French's contemptible
little Army," it is illuminating to
notice from exchanges just to
hand that so long as a month ago
the Berliner Tageblatt admitted
that "the influence of the British
reinforcements makes itself more
and more known," and that
"they are effective to impede
us." The same journal
remarks, with evident feeling,
that "the obstinacy of the
French attack, which always
returns and advances against us,
deserves just appreciation and
will have taught a lesson to all
who expected an easy time."

The enemy, there can be no
doubt, thought he had a soft job
on when the march to Paris was
began; the facts are now begin-
ning to percolate through to
Berlin. It is something to secure
these admissions, which may
serve the purpose of preparing
the German people for what is
in store for them in the days
ahead.

A CHRISTMAS BOX.

American Ladies' Gift to Soldiers
and Sailors' Children.

The American ladies in Hong-
kong have kindly sent a Christ-
mas Box to Queen Anne's Gate,
London, for the children of the
soldiers and sailors serving in the
War. The box contained one
hundred toys and the following
garments:—

- 25 Pairs stockings.
- 2 Pairs booties.
- 13 Pairs mittens.
- 10 Pairs leggings.
- 7 Combinations.
- 12 Flannel petticoats.
- 2 Corset waists.
- 10 Woollen caps.
- 1 Teddy bear suit (coat,
leggings and hat).
- 1 Baby's woollen jacket.
- 1 Baby's woollen cape.
- 1 Pair baby's woollen leggings.
- 4 Babies' nightgowns.
- 5 Knit suits (jerseys).
- 4 Sweaters.
- 1 White velvet cap.
- 2 Woollen bathrobes.
- 1 Boy's overcoat.
- 1 Loco jacket.
- 1 Worsted hood.
- 6 Mercerised shirts.
- 6 Paris night drawers.

Baby List.

- 2 Pairs babies' shoes.
- 10 Pairs babies' woollen jackets.
- 3 Babies' shirts.
- 3 Babies' nightgowns.
- 1 Baby's petticoat.
- 4 Pairs babies' booties.
- 1 Babies' sweater.
- 1 Babies' wrapper.
- 1 Babies' band.

CORRESPONDENCE.

[The opinions expressed by the
Correspondents are not neces-
sarily those of the "Hongkong
Telegraph"]

A PERTINENT QUERY.

(To the Editor of the Hongkong
Telegraph.)

Sir,—As a British master man-
ner might I draw your attention
to the following facts:—

Although all Germans and
Austrians have been expelled from
Hongkong, and I presume all
British possessions in the East,
yet a large number of them still
remain in the Chinese Maritime
Customs and in the course of their
duties board British ships in Chi-
nese ports. Although these alien
enemies are in the service of a
neutral Power they would be able,
if so disposed, to do a large amount
of damage to British-owned prop-
erty in such a manner that it
would be almost impossible to
bring the crime home to them.

Do you not think that represen-
tations should be made to the
Chinese Customs Authorities,
asking them to take steps to
prevent alien enemies boarding
British ships in the guise of
Customs officers?

Yours, etc.,
"GUILDITE"

Canton, Nov. 1, 1914.

"A SCOUT IN FAIRYLAND."

We have received for review a
copy of the attractive children's
book, "A Scout in Fairyland,"
which has been specially written
for the Prince of Wales' Fund by
Mrs. Ivan Grant-Smith and which
is now on sale locally. It is written
in a style which will make a wide
appeal to the little ones, whose
delight in scanning its pages will
be enhanced by the delightful
illustrations drawn by Mrs. F.
Weston. The book is published
by the China Mail, Ltd., and it is
most admirably produced. It sells
at the remarkably modest price
of one dollar, and no home where
there are children should be with-
out a copy. In purchasing the
book, buyers will have the com-
forting knowledge that they are
helping those who have suffered
by the war.

The facts are now begin-
ning to percolate through to
Berlin. It is something to secure
these admissions, which may
serve the purpose of preparing
the German people for what is
in store for them in the days
ahead.

UNMUZZLED DOGS.

Director of the Observatory
Charged.

This morning, at the Police
Court, before Mr. J. R. Wood,
Mr. T. F. Claxton, director of the
Royal Observatory, was summon-
ed for allowing his dog to be
abroad without having a muzzle
on.

P. O. McFall said that he
followed the dog, a brown chow,
to the defendant's office and
showed it to him through the
window and he recognised it
as his.

The defendant said he never
saw the dog. He remembered a
constable calling and saying that
he had found his dog straying
without its muzzle. He said to
the constable:—"Have you shot
it?" and the constable replied:
"No; unfortunately it was before
10 o'clock." The constable did
not even produce the dog and as
far as he, defendant, knew it
might have been anyone's dog.

The magistrate thought that it
was hardly likely that the con-
stable would go to the Observa-
tory following the dog, if it were
not as he stated.

Mr. Claxton said there were a
number of dogs with and without
muzzles round the grounds.

The case was dismissed.
Mr. Gutierrez, of Conduit
Road, was summoned for a similar
offence and was fined five dollars.

ECHO OF SINGAPORE
CASE.Action Brought in Hongkong
Court.

This morning, in the Original
Court, before the Chief Justice,
Mr. Justice Gompertz, the Chop
See Wo firm, of Raffles Quay,
Singapore, sued the Teat Teik
Co., and Lam Su-wo and Lam
Woon-pai, 24, Des Voeux Road,
labour contractors, to recover
the sum of \$5,798.27, being
amount of a judgment
obtained in Singapore against the
defendants, or, in the alternative,
a similar sum as balance for goods
sold and delivered.

Mr. Potter, instructed by Mr.
Otto Kong-sing, appeared for the
plaintiffs, and Mr. F. C. Jenkin,
instructed by Mr. E. M. Tozer,
appeared for the second defend-
ant.

Mr. Potter said that the
plaintiffs would proceed with the
alternative claim, and the case
which his Lordship would have
to try was whether the plaintiffs
delivered to the defendants or to
their order. The defendants, in
their statement of defence,
stated that the plaintiffs did not
deliver to the defendant firm
the goods referred to, and said
that the goods were of such a
price as would make their
purchase out of the ordinary
course of their business and were
not ordered by the defendants or
by any authorised person. Mr.
Potter explained that the goods
were provisions supplied to the
defendants in connection with
the business of supplying coolies
to various rubber estates in the
Straits Settlements.

The case was proceeding as we
went to press.

ARMY COMMISSIONS.

A Chance for Hongkong
Volunteers.

The following is an extract
from Volunteer Corps Orders by
Lieut.-Col. Chapman, V.D.:—

Six temporary Commissions in
H. M. Army, for the duration
of the war, as 2nd Lieutenants
R. G. A. are offered to local
candidates.

Candidates should send in
their names with particulars of
age, education, previous military
or volunteer service, to Lieut.-
Colonel Chapman, Commandant,
Hongkong Volunteer Corps.

Strike in Colorado Coal Fields.

Washington, Oct. 27.—The
strike in the Colorado coal fields
has become general and menacing
since the withdrawal of the
federal troops was ordered some
time ago.—Cable News American.

GERMAN INTRIGUE.

HOW TURKEY IS BEING
EGGED ON.And How She Plays Fast
and Loose.

The following statement concerning relations with Turkey is published for general information by direction of His Majesty's Government in a Gazette Extraordinary which was issued after we had gone to press yesterday.

The attitude adopted by the Turkish Government in regard to the German men-of-war Goeben and Breslau aroused great misgiving in London, Paris and St. Petersburg. These ships were flying from the French and British Fleets in the Mediterranean and took refuge in the Dardanelles, where by the rules of international law and under Turkish treaties they should have been laid up by the Turkish Government and their crews detained until the close of the war, or made to leave for the open sea at the end of twenty-four hours.

Instead, the ships were allowed to remain in shelter and to exercise on a basis of belligerent rights, and then it was suddenly announced that they had been purchased by Turkey, who retained the German crews and dismissed the British Admiral from his executive command of the Turkish Fleet.

At the same time the passage of the Dardanelles was sown with mines and all British merchant vessels in those waters or coming through from the Black Sea were held up, first on the pretext that their cargoes were wanted for troops whom Turkey was mobilizing, and then that the presence of mines rendered it unsafe for the vessels to proceed. This was not only totally unjustifiable interference on the part of a neutral State with the trade of Great Britain, involving both shippers and merchants in heavy loss, but it paralysed the movements of all British shipping in the Black Sea, amounting at the time to sixty or seventy vessels, since not only was it impossible to get through into the Mediterranean, but there was nothing to prevent the Goeben and Breslau passing into the Black Sea and destroying all the shipping collected there. The Dardanelles have now been closed in defiance of international treaty.

Another reason for grave disquietude has been the unfriendly treatment by responsible Turkish officials in Bagdad and Mesopotamia of British subjects and the open incitement of the population by Turkish official circles against Great Britain and her allies.

Notwithstanding all this provocation, His Majesty's Government intimated that if Turkey were substituted for German crews on the Goeben and Breslau, if British merchant shipping was not impeded, and if Turkey would honourably carry out the duties of a neutral state, all these illegalities and hostile acts would be overlooked, and a solemn and written guarantee would be given that Great Britain will scrupulously respect the independence and integrity of the Ottoman Empire.

Furthermore, assurances were given that at the conclusion of peace Great Britain would see that no conditions were laid down which would impair that independence and integrity and that economic conditions of a character favourable to Turkey would be obtained.

In spite of these assurances the attitude of Turkey towards Great Britain became increasingly provocative. Evidence continued to reach His Majesty's Government of military preparations in Syria which could have no other purpose than to facilitate attack upon Egypt; and of active propaganda carried on by Turkish and German agents among Bedouin Arabs in regions adjoining the Egyptian frontier. Similar intrigues were set on foot elsewhere and reports were even received of the despatch of Turkish emissaries to India with a view to stirring up anti-British feeling among Indian Mohammedans.

Great Britain, the greatest Mohammedan Power in the world and the faithful and consistent

friend of Turkey, whom she has steadfastly helped to recover the stability shaken in the Balkan Wars, would see with the greatest regret that Turkey had been decoyed into ranging herself on the side of England's enemies, and adopting an attitude as unjustifiable as it would be ungrateful, but it cannot be denied that the present situation shows that there is a Chauvinistic element endeavouring to drive Turkey into war with England for the benefit of Germany and of Austria, the secular enemy of the Turkish State.

A striking illustration of the extent to which intrigues have been carried on is furnished by the case of a German employee in the Alexandria City Police who lately returned from leave via Constantinople saying that he had been aroused from military service. He was arrested on suspicion on landing, and on him were found a detailed map of the Suez Canal, a sheet of cypher messages concealed in his turban, and other compromising correspondence. He had also entrusted to members of ships' companies two boxes of detonators for exploding dynamite and nitro-glycerine.

Further, a steady stream of German officers and men, both naval and military, together with all kinds of war material, has flowed unceasingly into Constantinople, which has been converted to all intents and purposes into a German military base. German officers are known to have penetrated far into the interior of the Turkish Empire in the endeavour to stir up agitation against Great Britain and her allies. All these movements, it is impossible to doubt, have been carried out with the direct connivance of the Ottoman Authorities and can point to only one conclusion.

That this neutral Power meant deliberately and intentionally to provoke Great Britain to war is shown by instructions issued not later than October 18th to the Turkish commandant at Jaffa by the Turkish Minister of War, which already allude to His Majesty's Government as the enemy, give detailed orders as to resisting attack by warships, and include an order to break the Consulate flagstaff and remove the insignia.

The Mosul Damascus Army Corps have since their mobilization been constantly sending troops South preparatory to an invasion of Egypt and the Suez Canal from Akaba and Gaza. A large body of Bedouin Arabs have been called out and armed to assist in this venture. Transport has been collected and the roads have been prepared up to the frontier of Egypt. Mines have been despatched to be laid in the Gulf of Akaba to protect the force from naval attack, and the notorious Sheikh Aziz Shavish, who has been so well known as a fire-brand in raising Moslem feeling against Christians, has published and disseminated through Syria and probably India an inflammatory document urging Mohammedans to rise against Great Britain. Doctor Pruller, who was so long engaged in intrigues in Cairo against British occupation and is now attached to the German Embassy in Constantinople, has been busily occupied in Syria trying to incite the people to take part in this conflict.

Aggressive action was certain to be the result of the activity of the numerous German officers employed in the Turkish Army, and acting under the orders of the German Government, who thus have succeeded in forcing the Advisers of the Sultan.

German intrigue cannot influence the loyalty to Great Britain of the 70,000,000 of Mohammedans in India and the feeling of the Mohammedan inhabitants of Egypt or of the millions of Moslems in Africa and in Malaya and elsewhere under His Majesty's protection. They must look with detestation on misguided action under foreign influence at Constantinople which would inevitably lead to the disintegration of the Turkish Empire and which shows such forgetfulness of the many occasions on which Great Britain has shown friendship to Turkey. They must feel bitterly the degeneration of their religion, who can thus be dominated against their will by

ROYAL HONGKONG GOLF
CLUB.

The following are the results of the October competitions at Fanning:—

Running Pool.	
Handicaps of 10 or under.	
H. G. Bagnall	76-2=74
A. H. Ferguson	79-3=76
A. Ritchie	81-5=76
S. H. Dodwell	88-6=82
B. Johnson	88-6=82

25 Entries.
Please note in competition book cards Nos. 54 and 55.

Handicaps of 11 or over.	
A. P. Bangay	90-18=78
E. R. Hallifax	95-16=79
W. Turner	97-18=79
R. E. St. Amory	96-14=82
A. P. Purves	95-12=83
C. H. P. Hay	99-14=85
A. K. Henderson	100-14=86

52 Entries.

YACHTING.

R.H.K.Y.C. Cruise Postponed.

We are requested to state that, owing to scarcity of entries and counter-attractions, the opening cruise in connection with the Royal Hongkong Yacht Club, which had been arranged for the 7th inst., has been postponed until Saturday, the 21st.

The same programme as previously arranged will hold good; entries will close on Monday the 16th inst.

VICTORIA THEATRE.

Duncan Company's Farewell
Performance To-night.

There was a very well filled house at the Victoria Theatre last night, notwithstanding the heavy rain. The various members of the company were in excellent form, and each earned generous rounds of applause. The Musical Tramp, Mr. Joe Reed, proved as popular as ever and was obliged to give two encores. Serra, as the sailor aloft, performed climbing and trapeze feats that were in every way excellent, and Mr. Jack Owen, "the Human Bird," acquitted himself most admirably in his whistling songs. The second half of the programme was devoted to a mystery and mesmerism turn by the Great Duncan and Miss Hewitt. The latter answered questions in a most unannounced manner which were written down or thought of by members of the audience; and performed a variety of other interesting tricks while under her partner's wonderful hypnotic influence. As to-night is the last occasion on which this company will appear before leaving for Manila, those who have not yet seen them should take this opportunity of doing so.

The attention of our readers is called to the great gala night which is to be held at the Victoria on Friday, in aid of the Prince of Wales Fund, when a number of local amateurs will perform. To-morrow night the new film, "The Fascination of the Dance," will be screened and Douglas and Barry will again Perform.

German influences, and many of them realise that when Turkey is pushed into war by Germany they must dissociate themselves from a course of action that is so prejudicial to the position of Turkey itself.

The Turkish Government summarily and without notice on Friday shut off telegraphic communication with the British Embassy at Constantinople. This is no doubt the prelude to further acts of aggression on their part, and the British Government must take whatever action is required to protect British interests, British territory and also Egypt from attacks that have been made and are threatened.

DAIRY FARM NEWS.

WE ARE ALWAYS IN A POSITION TO SUPPLY YOU
WITH THE BEST OBTAINABLE

LOCAL & AUSTRALIAN MEATS,
SMOKED FISH, SAUSAGES, HAMS,
BACON, CORNED PORK, CORNED BEEF.

AND
We Import

ABSOLUTELY THE BEST TABLE BUTTER THAT MONEY
CAN BUY,

THE "DAISY" BRAND.

TO-DAY'S ADVERTISEMENTS.

HONGKONG TURKISH BATH & TOILET CO., LD.

OPEN DAILY
LADIES' DAYS, MONDAYS & TUESDAYS.
For Medical Bath Doctor's Prescription Necessary.
SPECIAL PRICES FOR VOLUNTEERS.
J. O. SCPIESS, Manager.

THE LANGKAT OUTPUT.

Messrs. Wright and Hornby	Tons.	215
October 20	"	255
" 21	"	289
" 22	"	254
" 23	"	235
" 24	"	230
" 25	"	240
" 26	"	240

THE CANTON
DISTURBANCE.

There are few reliable details in regard to the situation in Canton and South China generally, to add to our last report. The number of victims of the bomb outrage which took place on the East Bund last week is now given as 27 killed and thirty wounded. Among those injured were seven ricksha coolies who were passing, or standing about, at the time. The affair caused a temporary panic, which resulted in the influx into Hongkong of a number of women and girls during Friday and Saturday, but it is believed that all is quiet again now.

Meanwhile we understand that there is a very strong feeling among the more thoughtful of the Chinese of the Colony that greater restrictions might well be laid on some of the vernacular papers published here in regard to the "news" circulated by these. During the past two or three nights "extras" have been spread broadcast, professing to give a true account of revolutionary victories. Some of them state that the Government troops have been badly beaten at Wei Chau and that the revolutionary party are gaining strength in that district. These stories, we are informed on very good authority, have no truth in them. Whether they are true or not, their wholesale circulation among all sorts and conditions of Chinese cannot be altogether for the good of the Colony.

TO-DAY'S
ADVERTISEMENT.

KRUSE AND COMPANY.

The creditors of the above named firm are hereby required to send their names and addresses and particulars of their claims to the undersigned who have been appointed Liquidators of the firm.

LOWE, BINGHAM & MATTHEWS,
Liquidators.

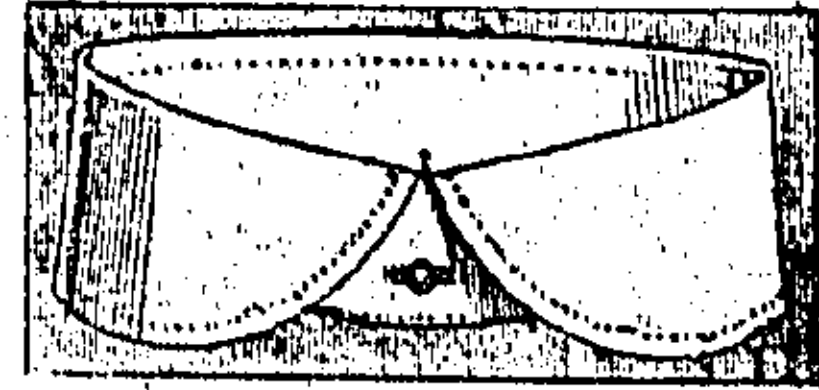
BERBLINGER & COMPANY.

The creditors of the above named firm are hereby required to send their names and addresses and particulars of their claims to the undersigned who have been appointed Liquidators of the firm.

LOWE, BINGHAM & MATTHEWS,
Liquidators.

Summit

SHAPE
60



40 CENTS EACH 6 FOR \$2.25
There is a bold sweep to the front of this collar allowing ample room for a large knot tie.
The popularity of the large size tie has emphasized a need for this collar.

MACKINTOSH

& Co., Ltd.,
MEN'S WEAR SPECIALISTS,
16 DES VŒUX ROAD.

WM. POWELL, LTD.
TELEPHONE 346

SMART AND EFFECTIVE
**NEW AUTUMN
GOODS.**

DRESS MATERIALS.

DIRECT FROM
LONDON AND PARIS.

J. ULLMANN & Co.

The leading French Jewellery House.
WATCHMAKERS, FANCY GOODS, OPTICIANS,
WRIST WATCHES
FOR LADIES & GENTLEMEN.
GRAND ASSORTMENT OF BINOCULARS.

COLUMBIA

DOUBLE
DISC RECORDS
IN STRICT DANCE TEMPO.

5494 NIGHTS of GLADNESS Waltz.

1460 ANSWER to AMOUREUSE

1458 TRES CHIC One Step.

1463 TANCOLETTE Tango.



ANDERSON MUSIC CO., LTD.

6, Des Vœux Rd., Tel. 1322.

BY SPECIAL APPOINTMENT TO THE
IMPERIAL JAPANESE HOUSEHOLD DEPARTMENT.

KIRIN BEER

Light, Palatable and Wholesome.

Eminently suited for this Climate.

Won the Highest awards at all

the Exhibitions.

For Sale at all the Hotels and

Restaurants in Hongkong.

Fresh Supplies by every Mail.

PRICE PER CASE 4 DOZEN QUARTS, DUTY PAID \$12.50

PRICE PER CASE 6 DOZEN PINTS, DUTY PAID \$13.00

SOLE AGENTS

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SHIPPING

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong

Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £48, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VCEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	21st Nov.	27th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Malacca, Penang, Colombo, Suez & Port Said.....	Saisuta Maru Capt. Yoshikawa T. 16,000 Yasaka Maru Capt. Yamawaki T. 25,000	WEDNES., 4th Nov. at 10 a.m. WEDNES., 18th Nov. at 11 a.m.

VICTORIA, B.O. and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Aki Maru Capt. Noma T. 12,500 Sado Maru Capt. Asakawa T. 12,500	TUES., 3rd Nov. at noon. TUES., 17th Nov. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hitachi Maru Capt. Sato	FRI., 20th Nov. at noon.
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CALCUTTA via Spore, Penang & Rangoon	Hakata Maru Capt. Kawashima T. 12,500	SATUR., 7th Nov.
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BOMBAY via Singapore and Colombo.		
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NAGASAKI, Kobe & Yokohama		
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S'hai and Kobe...	Kawachi Maru Capt. Nakamura T. 12,500	FRIDAY, 6th Nov.
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Kobe & Yokohama	Kitano Maru Capt. Cope T. 16,000	TUES., 10th Nov. at 11 a.m.
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Fitted with new system of wireless telegraphy.
PASSENGER SEASON FOR 1915.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	1st February
Kashima	20,000 "	23rd February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
NEWCHWANG	Tamsui	3rd Nov. at noon
MANILA, CEBU & ILOILO	Tean	3rd Nov. at 4 p.m.
SHANGHAI	Kanchow	3rd Nov. at 4 p.m.
PAKHOT & H'PHONG	Sungkiang	4th Nov. at 10 a.m.
W'WEI, C'FOO & T'SIN	Kueichow	4th Nov. at noon
NEWCHWANG	Hanchow	5th Nov. at night
SHANGHAI	Luchow	5th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	10th Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teah." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teah."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chennan," "Shaohsing" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36

Hongkong 2nd Nov., 1914.

BUTTERFIELD & SWIRE.

Agents.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

The S.S. Tambov, 4,441 R.T., Commander Alexiev, is expected to arrive here on or about the 11th November and expected to sail to Vladivostok via Japan on or about the 16th November.

This steamer has good passenger accommodation.

For freight, passage and further particulars, apply to

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Oct. 29, 1914.

Hotel Marlborough, 3rd Floor.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjibodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjibodas	JAVA	1st half Nov.	S'hai	1st half Nov.
Tjibodas	S'hai	1st half Nov.	JAVA	1st half Nov.
Tjibodas	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tjibodas	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjibodas	JAVA	2nd half Nov.	S'hai	2nd half Nov.
Tjibodas	S'hai	1st half Dec.	JAPAN	1st half Dec.
Tjibodas	JAVA	1st half Dec.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Shinyo Maru	22,000 - 21 knots	" H'kong, Tues., 8th Dec.
Chiyu Maru	22,000 - 21 knots	" H'kong, Tues., 5th Jan.

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £95.10.

"Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co."

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA
CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 18,500 - 15 knots Wed., 2nd December.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		14th Nov., 11 a.m.
St. Albans	21st Nov.	18th Dec., "
Eastern	12th Dec.	8th Jan., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY and FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 3rd Nov. at 1 p.m.
Haining	W. C. Passmore	FRI., 6th Nov. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 10th Nov. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	WED., 4th Nov. at 1 p.m.
Haimun	A. H. Stewart	SUN., 8th Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPraik & Co.

General Managers.

LOG BOOK.

Freight Surcharges.
The "Peninsular and Oriental Steam Navigation Company and British India Steam Navigation Company, Ltd., gave notice that for steamers which commenced to load at East Coast United Kingdom ports to Aden, Bombay, Karachi, Colombo, Madras, Calcutta, and other Indian Coast ports after Sept. 5, and until further notice, it had been decided to reduce the surcharge on freight from 25 per cent. to 20 per cent. Shippers claiming to have contracts with the above-mentioned, entered into previous to Aug. 4, were required to submit same on or before the 15th ult., with the object of their being recognised as an obligation on the lines to be carried out, after the war, at the rates current on Aug. 4, 1914.

Chinwangtao Shipping.
The total number and tonnage of steamers entered at Chinwangtao during the year 1913 was 338 ships of 613,954 tons, being an increase of 9 ships and 166,778 tons over the same figures of the year 1912. Of these 35.6 per cent. were British, 37.2 per cent. Japanese, 10.7 per cent. Norwegian, 7.8 per cent. French and 4.1 per cent. Chinese. Of the total entered during 1912, 40.4 per cent. were British, 21.7 per cent. Japanese and 17.5 per cent. Norwegian. Nine steamers of the Messageries Maritimes visited the port during the year. On the closing of the Peiho there was a large increase in the number of steamers visiting the port; the aggregate tonnage of vessels entered during December being 52,470 tons. The increase in the percentage of Japanese vessels was partly due to two Japanese steamers having been chartered by the Kailash Mining Administration for the coal trade to Shanghai.

Antung Shipping.
The total number and tonnage of steamers entered at Antung during the year 1913 was 372 vessels of 229,184 tons against 316 vessels and 219,676 tons in the year before. Of the total, British steamers formed 21.2 per cent., Japanese 55.4 per cent. and Chinese 23.4 per cent. The first steamer to enter was on March 28 and the last left on November 28; the river freezing over a fortnight later than in 1912. The harbour limits were extended during the year to include the anchorage of Santalan, owing to the lack of water in the Antung reach and the difficulty of deeply laden steamers reaching the port. The S.S. Hsin Ningshao, the new twin-screw steamer Hsin Ningshao, built by the New Engineering and Shipbuilding Works, Ltd., for the Ningpo-Shanghai S. N. Co., proceeded outside Woosung Bar on a preliminary trial trip on October 21. The trial trip proved highly satisfactory, and about one knot was obtained above the contract speed. The vessel has been built according to the requirements of Lloyd's Register.—Shipping and Engineering.

Fushun Coal Shipments.
The export returns of Fushun Coal for the port of Dairen for the month of September last give a total of 34,122 tons, inclusive of 33,700 tons shipped by steamers and the balance by junk, showing a decrease of 5,463 tons from the preceding month.

New C.P.R. Liner.
On Wednesday, October 7, the Canadian Pacific steamer, the Misamis, was to make her maiden voyage from Liverpool to Canada. The Misamis is a twin-screw steamer of 13,000 tons gross. She has splendid accommodation for 520 second-class and 1,200 third-class passengers. This liner is likely to prove most popular, as she is what is known as a "one cabin" ship, i.e., she will at a moderate fare be able to meet the requirements of those who, while desiring the best the ship can give, are not inclined to pay the high rates demanded for such accommodation in steamers having two classes of cabins. The extensive third-class accommodation consists entirely of closed cabins of two, four, and six berths.

Oysters, Fresh, Fried or Stewed
Pindon Haddock, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—Subject to Alteration.

For Steamship On
 SHANGHAI via Foochow Taksang† Thur., 5th Nov. at noon
 MANILA Loongsang* Sat., 7th Nov. at 3 p.m.
 TIENTSIN via S'hai
 & Weihaiwei Cheongshing* Sun., 8th Nov. at daylight
 SANDAKAN Chunsang† Thur., 12th Nov. at noon
 MANILA Yuensang* Sat., 14th Nov. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMeward.

For Steamers Date of Departure.
 LONDON Monmouthshire 4th Nov.
 TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.
 VICTORIA, VVER, S'PLE 24th Nov.
 TACOMA & PLAND Glenroy 24th Nov.
 VIA HONOLULU

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
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GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

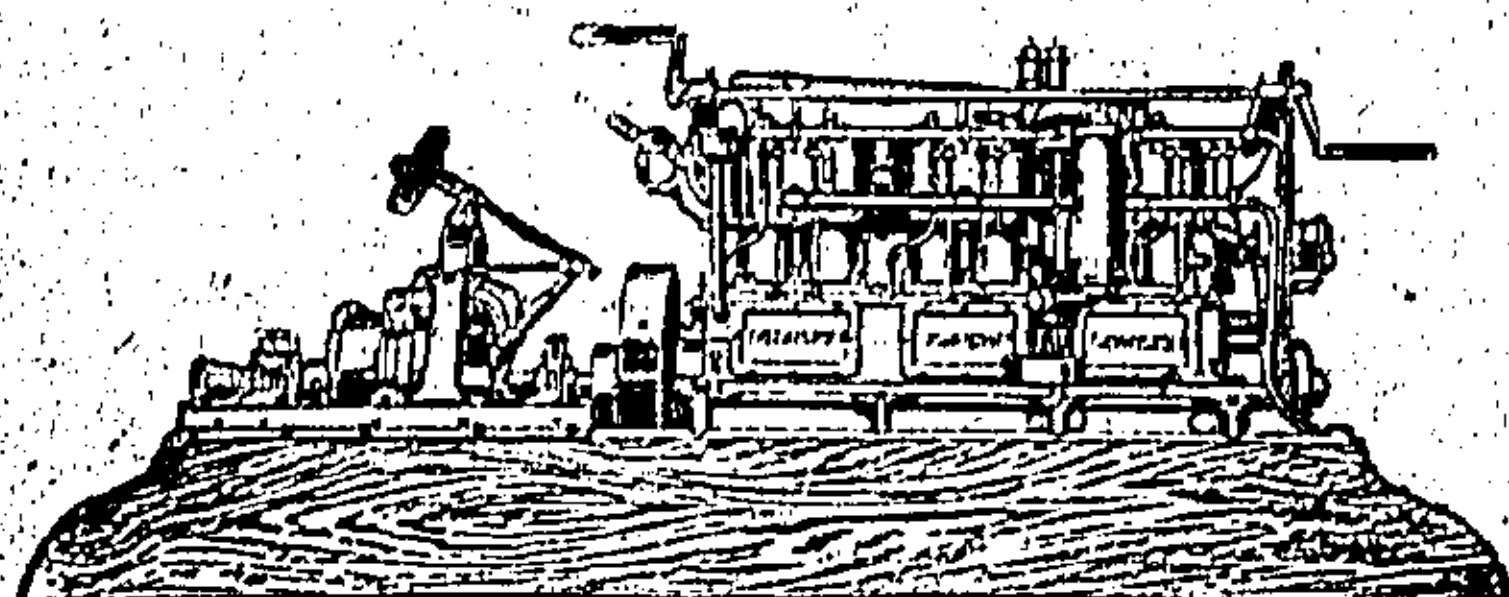
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

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JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.
As supplied to the British Admiralty & War Office.



O.6. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR
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HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 217.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London	Mon'shire	J. M. Co.	4. Nov.
M'les, L'don A'werp via S'pore etc.	At. uta M.	N. Y. K.	4. Nov.
London via Usual Ports of Call	Nankin	P. & O.	6. Nov.
Marseilles, Havre & Liverpool	Pheunus	B. & S.	7. Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20. Nov.
London & Genoa via S'pore, &c.	Nellore	P. & O.	25. Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Suez Canal	Saint Fillans	J. M. Co.	6. Nov.
Victoria, Seattle, Tacoma, etc.	Cyclops	B. & S.	9. Nov.
San Francisco & San Pedro &c.	Hazel Dollar	R. D. Co.	10. Nov.
V'toria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	11. Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14. Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24. Nov.
Via, B.C., T'ma via K'lung, Japan	Seattle M.	O. S. K.	26. Nov.
Mexican, Peruvian and Chile	Anyo M.	T. K. K.	2. Dec.
Ports via Japan	Shinyo M.	T. K. K.	8. Dec.
San F'cisco via S'hai & Japan &c.	Shinyo M.	P. M. Co.	12. Jan.
San F'cisco via M'ia & Japan &c.	China		

AUSTRALIA.

Australian Ports via Manila	Aldenham	G. L. Co.	10. Nov.
Australian Ports via Manila	Hitchi M.	N. Y. K.	18. Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai	Taksang	J. M. Co.	5. Nov.
Shanghai	Nub'a	P. & O.	6. Nov.
Swatow, Amoy & Foochow	Fa'ching	D. L. Co.	6. Nov.
Manila	Loongsang	J. M. Co.	7. Nov.
Manila, Cebu & Iloilo	Chinhua	B. & S.	10. Nov.
S'hai, Moji, Kobe and Yokohama	Nagoya	P. & O.	16. Nov.
Vladivostok via Japan	Tambay	R. V. F.	16. Nov.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	18. Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	18. Nov.
Shanghai and Kobe	Kawachi M.	N. Y. K.	18. Nov.
Tamsui via Swatow and Amoy	Deijin M.	O. S. K.	19. Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	20. Nov.
Bombay via S'pore, Port S'ham, Penang & Colombo	Peking M.	O. S. K.	M. of N.
Swatow, Amoy and Foochow	Tikembang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tiliwang	J.C.J. L.	Q. desp.
Java	Tijmanok	J.C.J. L.	S. half O.
Shanghai	Tibodas	J.C.J. L.	F. half N.
Japan	Titaroom	J.C.J. L.	F. half N.
Shanghai			Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong.

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast).

For NEW-YORK via PANAMA

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 9th October, 1914.

Agents.

MOVEMENTS OF STEAMERS.

MERCHANT STEAMERS.

The T. K. K. s.s. ANYO MARU will
 next leave Hongkong on Wednesday, the
 2nd December.

VESSELS IN PORT.

Steamers.

Fooksang, Br. s.s. 1,987, L. H. Mitchell,
 25th inst.—Singapore, 18th inst.,
 J. M. & Co.

Aki Maru, Jap. s.s. 4,002, I. Noma, 25th
 inst.—Shanghai, 22nd inst., Gen.
 N. Y. K.

Telomachus, Br. s.s. 1,350, Fraser, 26th
 inst.—Singapore, 22nd inst., Rice—
 Chinese.

Wada Maru, Jap. s.s. 1,894, Asaya, 26th
 inst.—Kobe, 23rd inst., Coal—
 O. S. K.

Torridge, Br. s.s. 2,495, Carter, 26th inst.—
 Singapore, 19th inst., Coal—Or-
 der.

Atholl, Br. s.s. 3,031, S. Saxby, 26th inst.—
 Yokohama, Ballast—D. & Co.

Yuensang, Br. s.s. 1,188, G. H. Tough,
 27th inst.—Manila, 24th inst., Gen.
 J. M. & Co.

Dalton Maru, Jap. s.s. 4,555, W. Nakagawa,
 27th inst.—Dairen, 21st Oct.,
 Coal—M. B. K.

Kaho, Chi. s.s. 981, Hoeg, 27th Oct.—Sal-
 gon, 22nd Oct., Rice—Chinese.

Manchuria, Am. s.s. 8,750, A. Dixon, 27th
 inst.—San Francisco, Gen.—P.
 M. S. Co.

Foochow, Br. s.s. 1,228, J. R. Owen, 28th Oct.—
 Newchwang, 21st Oct., Bean &
 Bean oil—B. & S.

Chili, Fr. s.s. 3,246, L. P. de Bounas, 2nd
 inst.—Shanghai, 30th ult., Gen.
 T. & Co.

Jinsen Maru, Jap. s.s. 2,347, I. Terada, 28th
 Oct.—Moji, 22nd Oct., Gen.—N.
 Y. K.

Dairen Maru, Jap. s.s. K. Nara, 28th inst.—
 Java, 17th inst., Gen.—Order.

Liangchow, Br. s.s. 1,220, W. Benson, 28th
 Oct.—Shanghai, 25th Oct., Gen.
 B. & S.

Kaijo Maru, Jap. s.s. Y. Yamamoto, 29th
 inst.—Swatow, 28th inst., Gen.—
 O. S. K.

Glenfalloch, Br. s.s. 1,434, Bainbridge,
 29th Oct.—Amoy, 27th Oct., Gen.
 Chinese.

Changsha, Br. s.s. 1,460, F. C. Gambrell,
 29th Oct.—Melbourne, Gen.—B.
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, NOVEMBER 3, 1914.

WAR POINTERS.

About 30,000 French priests are under arms as combatants.

An order has been issued that all homing pigeons in Portsmouth must be destroyed.

In a little Polish village the Germans killed a Jewish woman 103 years of age.

Forty Germans who are considered too old to bear arms are being deported from Plymouth.

Enrolment of special constables in London has been stopped for the present, 24,000 having been attested.

Text-books in the Fulham district are displaying the following notice: "Single men taken free to the recruiting office."

A woman just back from Lille says she was one of many who buried revolvers in their gardens ready for any emergency.

The Westphalian coal which the Germans must use for the navy now they cannot get Welsh coal is much inferior.

Crime is practically non-existent in Paris, and the bill of health is clearer than is usual at this time of year.

The King has sent a letter of congratulation to Mr. and Mrs. Calpin, of York, who have ten sons in the Navy and Army.

The British warships damaged in the fight off Heligoland have been repaired and are again fit for active service.

The offer of Baron de Forest to go on active service has been accepted, and he will leave for the front immediately.

A reign of terror exists in the Serb provinces of Austria, the gibbets in each village finding a fresh victim every day.

The "Temple of Peace" erected at Bangor for the Eisteddfod has been let to the military authorities to house recruits.

The only troops who show intense hatred towards captured Germans are the Turks, who cannot be trusted near a camp of prisoners.

A Belgian refugee, about seventy years of age, who arrived at Tilbury, knelt down and kissed the ground he landed upon.

A rejected recruit thinks it is time the War Office learnt that a speckled Englishman makes as good a soldier as a speckled German.

"The whole British Army is as fit as a fiddle, and the lads are as keen as mustard," writes a non-commissioned officer of the Dragoons at the front.

The loss of the Oceanic falls on the Government, so the underwriters, who formerly had a policy for over £300,000, had a good escape.

With a little speeding-up, Germany could add by next spring four new Dreadnought battleships to the thirteen she had in commission before the war broke out.

Writing home from "France, September 2," a British officer asked: "Did you go shooting yesterday? I saw several large coveys here, but we were after larger game."

Asked by an Italian newspaper during his stay in Rome if the war was popular in England, Cardinal Bourne replied that it had created unanimity in the nation; politicians of all colours had forgotten their old quarrels and sworn to overcome the enemy.

Officers of the East Surrey Regiment at Tilbury, due to leave for the front almost immediately, cleared the railway station buffet of cakes and sweets and distributed them amongst the Belgian women and children who arrived on the Copenhagen.

WAR ITEMS.

On All Three Ships!
Naval Cadet Wykeham-Musgrave, son of a Warwickshire magistrate, had a wonderful series of escapes. He was actually on board each of the three cruisers when it was torpedoed. When the Aboukir was struck he was asleep, and barely had time to slip into the sea. He swam to the Hogue, and had only just been taken on board when that vessel was struck. He then swam to the Cressy, and was in her when she was torpedoed. He got a plank, and he and a seaman clung to this until they were pulled out of the sea.

Prince Radziwill Arrested.
Copenhagen, September 25.
A Berlin message states that Prince Radziwill, the leader of the Polish party in the German Reichstag, has been arrested as a spy.—Central News.

Petrol Bomb.
It is understood, says the Central News, that the petrol bomb which has been constantly discharged from our aeroplanes in the field with such excellent results, is the invention of Flight Lieut. C. R. Finch, Noyes, of the Royal Naval Air Service.

The military wing of the Royal Flying Corps has for some time been harrying the German lines, using these bombs, which are reported to have done serious damage.

Sir J. French, in despatches, has expressed his appreciation of the work done by means of this new incendiary device. The offensive, now reported to have been adopted on land by the naval wing of the Flying Corps, is no doubt being carried out with the same weapon.

Lieut. Finch Noyes has been attached to the naval air service for 18 months, and his invention is the outcome of much research and persevering experiment.

Moral Force of Garibaldi's Name.

Rome, September 25.
General Ricciotti Garibaldi has been urged to go to France to lead the "Red Shirts." It is pointed out that his presence, even if crippled and obliged to drive, as his father was in 1870, would be a great moral force, he having been the chief hero of the campaign in the Vosges in the Franco-Prussian war.—Reuter.

No More Prisoners.
It is stated in Bordeaux, says the Central News, that General Stenger, commanding the German 53rd Infantry Brigade, has addressed to his troops an order of the day instructing them to take no more prisoners, but to kill all, whether isolated or in groups, who fall into their hands.

Wounded, armed or unarmed, are to be killed, as Germans must leave no Frenchman alive behind them.

Not Killed After All.

The first case of an officer who had been apparently returned as killed turning up alive appears in the latest casualty list. It is that of Lieutenant J. B. L. Noel, of the Yorkshire Light Infantry, who was one of the 11 officers of that regiment reported killed after the fight at Mons. Lieut. Noel is now officially returned as wounded.

Influential German Arrested in England.

A pretentious residence within sight of Windsor Castle was raided recently by the police, who seized a quantity of German correspondence. The occupant of the house, a German, was arrested and is now held in one of the detention camps for German prisoners. The prisoner is said to have moved in the best circles at Windsor and to have entertained members of the royal family.

Krupp and the War Loan.
An Italian paper states that the firm of Krupp have underwritten £20,000,000 (\$1,500,000) of the German war loan. The German

newspapers are issuing appeals to the public adjuring all to support the loan. It would appear that so far the subscription list is very meagre.

Count Zeppelin.
According to German journals, Count Zeppelin is at Wilhelmshaven commanding a squadron of airships. It is believed that he is planning an attack on England. In an interview the Count said that he could not forget or forgive England, and he would shortly prove what he said. English papers state that recently the German Emperor summoned Count Zeppelin to his presence at Mainz, and entrusted him with a certain great task. His Majesty wanted to appoint the Count Commander-in-Chief of the airship squadron. Count Zeppelin, however, declined the honour, but said he would be willing to accept it after he had finished his mission against England.

German Stage Management.
London, Sept. 30.—The German stage management is excellent. While from 4,000 to 5,000 French prisoners from Mauthausen paraded Brussels, a band of 200 slightly wounded Germans marched to the railway station singing patriotic songs. Nothing is said of the number buried on the battlefields and the dying in the hospitals.

Coal for German Cruisers.
New York, Oct. 1.—As the result of Britain's request, investigation shows that a German firm was responsible for the despatch of two vessels with coal believed to be for German cruisers.

Lost German Industry.
London, Sept. 30.—With the help of the Government, a factory for the extraction of tungsten is being rebuilt in Yorkshire so as to give an outlet for wolfram, for which lately Germany has provided the only market.

President Wilson Chagrined.
Washington, Oct. 1.—President Wilson is greatly chagrined owing to American steamships coaling the German cruiser Karlruhe. Prompt steps are to be taken to safeguard American neutrality.

In Egypt.
Cairo, Oct. 2.—Sir John Maxwell, commanding the army of occupation, has ordered the Germans and Austro-Hungarians in Egypt to register before October 10, and to obey the conditions under which they will be allowed to remain; otherwise they will be arrested.

Talk of Peace.

New York, October 2.—Victor Leesen, an American metal manufacturer, who has been commissioned to buy material on behalf of the Russian Government, states on official authority that the Kaiser telegraphed to the Czar, suggesting that he should withdraw his troops from Germany and Austria; also making suggestions for peace. The Czar sent a telegram to London and Paris, and next day the Allies signed a declaration regarding common terms for peace.

Like Paardeberg.

London, Oct. 1.—A Paris message states that a fight which is proceeding in one region on the Allies' left resembles Paardeberg. Some 3,500 Germans are in the same plight as was Cronje. The Germans, however, are not in a river bed, like Cronje, but are in quarries, some of which are connected by tunnels. The French troops have completely surrounded the enemy, and are shelling them in order to compel them to surrender.

Ireland's Spirit.

London, Oct. 2.—A meeting of the majority of the Provisional Committee of the Irish National Volunteers elected Mr. John Redmond president. Other officers were appointed, and resolutions were adopted, appealing to Irishmen at home and abroad for funds to equip and train volunteers to assist in carrying out the defence of Ireland, the advancement of Irish rights, and the maintenance of self-government.

Mr. Redmond has received from America \$5,000 to arm and equip the National Volunteers. The latter have hitherto paid for all their arms and equipment.

Shoulder to Shoulder.
Paris, Oct. 2.—The King sent two messages of greeting to the troops on landing at Marseilles. The first to the British troops said:—

"I have implicit confidence in you, my soldiers. Duty is your watchword, and I know your duty will be nobly done."

The second, to the Indians, said:—
"I know with what readiness my brave, loyal Indian soldiers are prepared to fulfil a sacred trust on the field of battle. Shoulder to shoulder, comrades of all parts of the Empire, I bid you go forward and add fresh lustre to the glorious achievements, noble traditions, the courage and chivalry of my Indian army, whose honour and fame is in your hands."

London News Forbidden.
The London correspondent of the Ottoman Telegraph Agency in London states that Salih Bey Gourdji, its managing director in Constantinople, who is well known for his friendly feelings towards Great Britain and France, has been arrested as the result of pressure from Germany for having published authentic news of the war from London and Paris, supplied to his colleague in London by Reuter's Agency.

Getting the Range.
Petrograd, September 18.

An interesting incident is reported from the Austrian front. A Russian lieutenant of rifles picked up a timed shell of the enemy which had not burst, and brought it back on horseback to a Russian battery, which was thereby enabled to judge the range and shortly succeeded in silencing the Austrian guns.—Reuter.

Armed Merchantmen.
Washington, Sept. 28.

The State Department has decided that merchantmen of a belligerent nation entering American ports may carry armament and ammunition for the sole purpose of defence without acquiring the character of a ship of war.

The masters must show conclusive evidence that the armament is not intended for offensive operations, and that the arms will not be used for the offensive. The calibre of the guns must not exceed six inches, and none must be mounted forward.

A few small arms and a small amount of ammunition may be carried, and the vessel must be manned by the same number of men in crew and officers as before the war.—Reuter.

Bomb Dropped on to Neutral Territory.

The Hague, Sept. 20.
The commander of the garrison at Maastricht has telegraphed to the commander-in-chief of the Dutch Army a communication in regard to the throwing of a bomb.

The message has been transmitted to the War Minister. The text of the message is not known, but it is understood that a bomb has been dropped from a German airship into Dutch territory.—Central News.

Terrible Sufferings.

London, Oct. 2.—At Chalons on Monday last the German retreats took place along strong lines, where 6 ft. trenches were protected by reinforced concrete, executed by the forced labour of the inhabitants.

While the Germans were fighting on the Marne the conditions in the trenches were terrible. Men were living like rats for weeks in undrained holes, and the fighting was without pause. The wounded and dead had to lie where they fell. The French could hear the cries of the wounded at night when the firing paused.

HONGKONG VOLUNTEER RESERVES.

Orders by Major Wakeman in regard to the camp at Stonecutter's are as follow:—

Orderly Officer to-day, 2nd Lt. Branch; to-morrow 2nd Lt. J. Owen Hughes. Orderly Sergeant to-day, Sergt. Johnstone; to-morrow, Sergt. Tolan.

All ranks are cautioned with regard to care of rifles. Particular care must be taken in cleaning every part of the mechanism, as well as the barrel, after firing, particularly in wet weather.

Group Commanders and N.C.O.s will frequently inspect rifles and see that they are being kept thoroughly clean and well oiled. The attention of all ranks is called to orders previously published, requiring them to complete their preliminary practices satisfactorily before they will be permitted to take part in the Standard Test or Field Firing.

German Paper for Peking.
Mr. Ostwald, formerly of the *Deutsch-Japan-Post*, Yokohama, has appeared in Peking and, it is reported, contemplates the founding of a new German newspaper.

The Master Touch.
Washington, Sept. 30.—American officials unite in discrediting the stories published of a secret Anglo-Japanese agreement inimical to the interests of the United States which, according to trustworthy authority, the German Official Agency intended to circulate for the purpose of arousing if possible American prejudice against England and Japan.

The British Embassy intimates that a warning had come from London some time ago that such a report was being hatched by Germans in China for American consumption.—Reuter.

Even in Iceland.

Bordeaux, Sept. 30.—Packet boats travelling to the North report that the German propaganda extends as far as Iceland, where merchants are receiving from their German correspondents political pamphlets and papers, together with communications couched in the following terms:—

"Despatches will cause you no expense. Let us know what it costs you to circulate this news. We shall be obliged if you will forward to us newspapers circulating in the countries with which we are at war, and will reimburse you for expenses incurred in this connection."—Central News.

"Through their newspapers the German people are informed that the German Army is capturing a daily average of 40,000 prisoners from the Allied Armies," states Mrs. Herbert, of Cardiff, who has just returned home after two months' enforced stay in Germany.

Brave Cyclists.

Paris, Oct. 1.—A wounded Frenchman narrates that during the Aisne battle it was found necessary to warn the French reinforcements that they were marching into an ambush. Two Frenchmen, signalling with flags, were successively killed, and the French in the trenches were in a dilemma until from some trees where the British force was hidden a cyclist dashed forward, but was shot after covering a few yards. Another cyclist who followed shared the same fate.

A third Britisher set off at full speed through an inferno of fire, his head bent over the handle bars. He reached the advancing French without being harmed. The commander took from his own tunic a medal won for bravery, and, pinning it on the cyclist's breast, said: "It was given to me for saving one life; you have saved hundreds."

WITH JAPAN'S ARMY.

The Last Stage From Weihlsen to Kiauchau.

The N. C. Daily News Special War Correspondent, writing from Gen. Kamio's Camp on October 16, says:—

It became clear as soon as I had presented my credentials to the Japanese, on the day following the events narrated in my last letter, that there would be a delay of forty-eight hours at Weihlsen. To begin with, my call could not be paid till the afternoon, by which time the companion, whom I had so suddenly abandoned the night before, had rejoined me, and in the second place a train could not be procured before then. The bridge over the Haiho, a little west of Tsoshan, had been carried away by floods, but as soon as an engine and a couple of vans could be spared they would, said the Commandant, be placed at my disposal. The interview took place in what, during ordinary times, is probably a porter's room. On the other side of the door, near the booking offices, sat rows of Japanese soldiers, and through an iron-barred window one watched a squad of men having their rifles inspected preliminary to changing guard. Sentries were posted with great precision and formality all round the station, the most distant one visible being nearer half than a quarter of a mile away. No approach to the line would be possible without letters such as I myself carried. A train of some dozen carriages had been converted into temporary barracks, the officers' quarters being on the second floor of the main station building. I enquired how many men all units totalled, but was politely told that that was not for publication.

Needless Chinese Nervousness.
Ignorance on this point is not, after all, a matter of much importance. Far more interesting is it to have seen, and to be able to draw attention to, the very careful way in which the Japanese troops at Weihlsen are being kept from all possible chance of causing friction with the Chinese. The city lies barely a mile away, but no soldiers, other than sentries, are to be met with beyond a limit of five hundred yards from the line.

It is difficult, therefore, altogether to understand the state of nervousness in which the Chinese military authorities appear to be. Every gate of the city and of Tungkuang its suburb, every yamen, the telegraph and post offices are guarded by men with fixed bayonets as though Weihlsen, and not Tsingtau, were being besieged. Punctually at sundown the gates close, and it took my Japanese companion, who happened, on the second day of our stay, to return to our inn a few minutes after closing time, an hour and a quarter to get them open. We must have been visited by guards at least half a dozen times, and on one occasion there were so many bayonets pointing at different angles in our two small rooms that it was positively dangerous to move. One was asked for one's passport anywhere and everywhere in spite of a formal call on, and a polite reception by, the Chief of Police. It is all done—as they are careful every time to explain to one—for one's own protection, but to the foreigner who is accustomed to regard most Chinese cities as a great deal safer than London or Paris it is all a little irritating, and spells more than solicitude.

The Day's Adventures.

It had been arranged during my interview with the Japanese Commandant that, unless I heard to the contrary, a train should be in readiness at half past eight in the morning. We started yesterday shortly after that time, the

ponies occupying one van, ourselves the other. On arrival near the Haiho we had to detrain, a business which required half an hour's shunting before the ponies' van could be brought opposite a platform which did not entail a three to four feet jump. That done we had to get them over the river in a barge after a three mile ride across country. Inducing a Chinese pony to step into a barge which is swinging with a fairly strong current is not, by any means, an easy thing to do, and there were no spare planks to help one. However, they were eventually successfully shipped and ferried across to the opposite bank, where another train was waiting. Here again, one had need of some knowledge of circus tricks, for putting six boards together—each no more than six inches wide—and asking a pony to walk up them and get into a van next door to a hissing engine cannot be held to fall within the limits of ordinary horsemanship. With time and patience that difficulty also was surmounted and we journeyed without further adventure to Kiauchau, which we reached a little after five.

Nearing the Fighting.
Here, too, the line—as it is, indeed, at all important points east of Weihlsen—is carefully guarded, the troops being, for the most part, housed in trains. Captain Inaoka, with whom I have just had an interview, is quartered in a pleasant little villa, standing north of the line in the middle of a trim garden in flower. He was politeness itself, and readily responded to my request for a card with a note to the effect that I had called on him and been allowed to pass. For it will be dark by the time I reach Haihsi, which point, provided I can get a cart—I write in the intervals of prolonged negotiations—I expect to reach to-day. It stands at the head of the gulf of which Tsingtau is the gate and from there I should be able to reach the headquarters of the Japanese army in a few hours.

LATEST SHIPPING NEWS.

Arrived.
Australian, Fr. ss. 3,543, Cuzco, 3rd Inst.
—Marsello, Gen.—M. M. Co.

Passengers Arrived.
Pers. ss. Antillio from Marsello etc.—Capt. Marabul, Messrs. Brimo, Kyberg, A. Sol, R. P. Desmumax, R. P. Spada, R. P. Ordaz, A. H. Venanzo, Parturo, Couralco, Mrs. Rita Poncek.

Liquidators.
It will be seen from advertisements on page 5 that Messrs. Lowe, Bingham and Matthews have been appointed liquidators of the following firms:—Messrs. Melchers and Co., Gaupp and Co., Blackhead and Co., Brublinger and Co., and Kruse and Co.

Candia's Cargo.
The cargo shipped from Hongkong recently by the s.s. Candia included 200 bales of cocoon, 565 cases of preserves, 2,222 rolls of mats and 260 bales of cases for London; 250 cases and 100 cases of preserves for Glasgow; and 300 bales of waste silk for Manchester.

Tea and Coffee Duties in Indo-China.

The French Journal *Officiel* for the 28th August contains a Presidential Decree, dated the 21st August, in virtue of which the Customs duties on coffee, tea and residues of tea of foreign origin imported into French Indo-China are in future to be levied at the full rates prescribed by the French Metropolitan Customs Tariff.

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against	Britain.
"	Russia.
"	France.
"	Belgium.
Austria against	Serbia.
"	Russia.
"	Britain.
"	France.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Treaty of commerce between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected. Lloyd affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgium continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evacuation of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans enter France near Orléans. Germans enter Luxembourg. Germany promises autonomy to Luxembourg.

August 3.—Severe fighting on River Dnie between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener

sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liège begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liège. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 14.—Liège still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cléry.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper courses of the Bug and Styria; French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Servians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans entrenching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liège and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 24.—Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russian occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Rominoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Lion, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Details: Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hialicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses thrice that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawaraska, and convert Galicia into Russian Province. British casualties to date: Officers: killed, 63; wounded, 182; missing, 230. Men: killed, 212; wounded, 1,081; missing, 13,413. Germans retire before the British and cross the Marne.

September 10.—Force of 80,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy; Australian Squadron occupies Herberstshöhe, German New Guinea. French troops occupy Soissons and Lunéville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Lunéville.

Sept. 14.—Germans evacuate Amiens and give way at Revinny and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawaraska, and occupy Czernowitz. Servians defeat 80,000 Austrians at the angle of the River Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Government of India bears cost of Indian Expeditionary Force.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Hand fighting begins around Taingtun.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy. Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France; Crown Prince's Army being repulsed near Ypres.

Oct. 4.—Germans make night attack at Yvingtun, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiauchau Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontopore (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast. Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian cruiser off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Cressfield arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Bidge sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

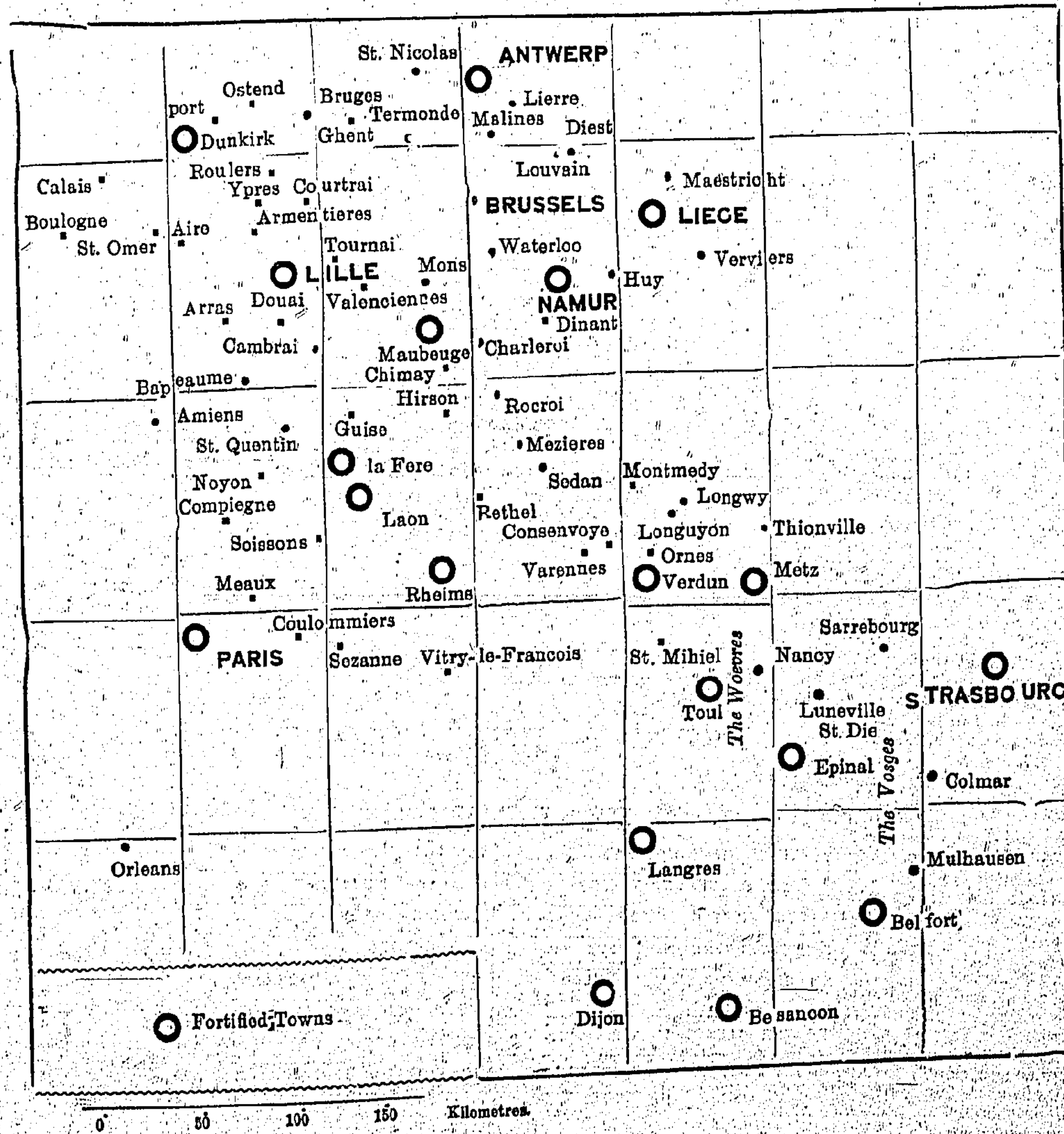
Oct. 31.—Germans attempt general offensive movement from Nieuport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans have attempted another offensive movement from Nieuport to Arras, but all their attacks have been repulsed. The Allies have also made progress in the centre and on the Right.

THE GERMAN NAVY.

An Alleged Shortage of Men.

A close analysis of the available personnel for the German Navy discloses a shortage of something like 20,000 men. This notwithstanding that in the past ten years the nominal establishment has been increased from 38,000 to 73,000 in 1913, and 79,000 in 1914. Owing to this deficiency, the Second, or pre-Dreadnought, Battle Squadron has been reduced as the Third Squadron has been created. A recent issue of *Die Flotte* announced that when the battleships *König*, *Markgraf*, and *Grosser Kurfürst* joined the Third Squadron, which it is believed they have now done, the *Preussen* and *Lothringen* would be taken out of the Second Squadron and transferred to the Reserve. Since, it has been announced, that, in addition, the *Hessen* was also placed in the Reserve, and this, of course, left only five battleships of the pre-Dreadnought class in commission. This substitution of new ships for old makes a sensible demand upon the personnel, for while the *Braunschweig* type, to which the transferred vessels belong, require a complement of 680 men, the newest ships demand a crew of 1,073 officers and men, so that as far as personnel is concerned the substitution of three *Königs* for three *Braunschweigs* will be equivalent to adding two ships of the latter type to the fleet, without taking into account the crews which the smaller ships will take with them into the Reserve. In other directions the lack of men has made itself felt. When a cruiser was required in Mexican waters, although there were several in the Reserve fit for the purpose, as a crew could not be assembled it was necessary to take the *Dresden* from the Mediterranean Squadron, and similarly the *Strassburg* had to be withdrawn from the same station to provide a cruiser to accompany the *Kaiser* and *König Albert* on their recent South American cruise.

As in other navies, the causes of the advance in requisite personnel falls under three main headings, the increase of commissioned ships, the higher organization of the Reserve squadrons and the increased requirements of individual ships. As an instance of the first-mentioned cause, the German High Sea Fleet, in 1904, according to the *Naval Annual*, demanded a personnel of 8,887, torpedo craft not included. At the present moment, not including the *Groeben*, the number required, exclusive of all but battleships, is over 25,000. As a general rule, the German ships carry a larger complement than our own ships of similar displacement. This arises from the heavier type of secondary armament carried, and also from the system of working the turrets of heavy ordnance. A pair of 12-inch guns in the British Fleet absorb some 60 men, whilst similar artillery in German-made ships require no fewer than 90 men to work them. The increase in the range of the torpedo demand a greater number of skilled ratings to attend to it, and the development of a system of fire control has also made demands upon the scientific side of the personnel which it is hard to fill. The advance in the different types of ships is remarkable. The German battleships of the *Brandenburg* class require crews of 552 men, and the *Kaisers* and *Wittelsbachs* 715 and 700 respectively. In the *Naval Annual* the *Deutschlands*, with a similar horse-power, and only two light guns additional, are shown with crews of 733, and for the later ships the figure given are: *Nassau* class, 881; *Holigoland* class, 1,137; and *König* class, 1,073 officers and men. It is interesting to compare this latter class with our *St. Vincents*, which carry the same main armament, with, however, a complement of 400 less men. The total requirements of the High Sea Fleet, as now constituted, are, according to the *German Navy League Annual*, no fewer than 30,011, this number making provision for battleships and battle-cruisers only. As in the case of battleships, small officers have increased in their personnel requirements from 173 in the case of

the *Hela*, recently sunk in action, to 370 for ships of the *Strassburg* and *Kloster* class. The total requirements for ships of this class for the 43 completed ships of the German Navy amount to 13,500, to be increased by the commissioning of the *Graudenz* and the *Regensburg* by 750, and bringing the total requirements of the light cruisers up to 14,240.

The needs of the flotillas are not so easily arrived at. The destroyers in service, from S80 to G107, could be fully manned by 9,200 officers and men, but beyond these are numerous torpedo-boats and mine-layers, as well as mine-sweepers and submarines. It would be no exaggeration to place the number required for the mosquito fleet at 12,000 men, so that the numbers actually required for manning the German fleet as at present constituted, and making provision for 1,000 more men required for the destroyers 2536, just about completed, will be approximately as follows:—

Battleships 30,011
Battle and armoured cruisers 10,337
Light cruisers 14,250
Torpedo craft, etc. 13,000

68,597

It will be seen that this total is roughly 9,500 short of the personnel authorized for the year; but this fact does not reflect the true position in which Germany stands. In the first place, 6,000 represent the present year's additions, which cannot, of course, be regarded as any contribution to the efficiency of the fleet, and in the second place the ordinary wastage of the German fleet is, according to Captain von Koldewey, in the *Naval Annual*, a factor of great moment. According to this same authority, "of 70 per cent. of the men, about a third enter the navy every year as newcomers," and as the men represent about 75 per cent. of the total, it will be seen that about 13,000 have been, or are being, entered in 1914 to balance the ordinary wastage and discharges. In all, therefore, out of a total of 79,080 voted for this year, some 20,000 represent raw recruits in their first year of service, and, deducting this from the nominal total, we are left with about 59,080 who have completed even one year's service. But this does not represent the total shrinkage. A large number of officers and men are occupied in administrative positions, ashore, and this again diminishes the number legitimately available for fleet service, the more especially as the system demands a very heavy educational staff to be in existence to prepare the large number of recruits for the sea.

It will therefore be seen that, taking the most favourable view, the trained active service personnel available is short by a very large number, most probably by fully 20,000, of the number of efficient actually required to place the entire German navy on a war footing. Only under these circumstances is the failure of the German High Sea Fleet to assume active operations against the British navy explainable, and as the figures above quoted are from semi-official sources it may be accepted that the boasted and vaunted strength of the German navy has yet to be developed by six months' days of training. What the value of a force, so hurriedly assembled and drilled, may be, remains to be seen; sufficient to say that the British navy is built upon other and more enduring lines.—*Sydney Daily Telegraph*.

"The Passion for Re-naming."

If the passion for re-naming spreads to London, the sign painters should have a busy time. The great city has thirty-four "Brunswicks" in its street names, together with Mecklenburgs, Osnaburgs, and here and there a Brandenburg. And what of all the Hanovers? There are two dozen of them.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates

SANDAKAN & SEBATTIK

(British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BONE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letters or parcels for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ship's Letter Boxes or received by Ships' Officers at the ports from which they sailed, or any where on route to Hongkong.

7. The above regulations will not affect the licensed private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong & Canton Steamboat Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL MAILS, THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNLESS FURTHER NOTICE IS GIVEN, BOXES OR PARCELS FOR BELGIUM, BRAZIL, GREECE, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY.—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

A late mail for Swatow Amoy & Foochow will in future be closed or all Douglas steamers 20 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G. P. O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Tientsin are suspended.

The Public are informed that the Christmas Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 5th of November 1914.

The New Year Mail will be closed at 5 p.m. on the 19th November.

Insured parcels will only be accepted for the United Kingdom. The above dates of departure are liable to alteration.

The mail from London (via Siberia) of Thursday the 8th ult., is due to arrive here on Thursday, the 5th Nov.

MAILS DUE.

Siberia, 5th Nov.

MAILS CLOSE TO-MORROW.

Straits, Ceylon & Europe 4th Nov., 9 a.m.
Hohow, Pakhol & Haiphong 4th inst. 9 a.m.

Wel Hai Wei, Cheloo & Tientsin 4th Nov. 11 a.m.
Saigon 4th Nov. 11 a.m.

Swatow 4th Nov. noon.
Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada, via San Francisco, U.S. Kingdom via Canada (Europe via Siberia) 4th Nov. 8 p.m.

(Tientsin-Pukow Service Shanghai Br. P.O. 11.30 a.m. Monday, 9th November.)
Straits, Ceylon & India via Bombay 4th Nov. 3 p.m.

THURSDAY, 5th Nov.

Fort Bayard, Haiphong and Pakhol 5th Nov. 9 a.m.
Foochow, Shanghai & North China 5th Nov. 11 a.m.

Shanghai and North China (Europe via Siberia) 6th Nov. 3 p.m.

(Tientsin-Pukow Service Shanghai Br. P.O. at 5 p.m. Monday the 9th inst.)

SHIPPING NEWS.

ARRIVED.

Dunoric, Br. s.s. 1,211, C.D. Logie, 2nd inst.—Bangkok, 25th ult., Rice—B.L.

Banri Maru, Jap. s.s. 3,221, T. Soga, 2nd inst.—Kooling, Gen.—D. & Co.

Fukin Maru, Jap. s.s. 3,087, H. Chisaki, 2nd inst.—Mojil, 25th ult., Coal—M. B. K.

Wakasa Maru, Jap. s.s. 6,337, K. Isumo, 2nd inst.—Mojil, 25th ult., Gen.—N.Y.K.

Eligor, Norw. s.s. 875, E. Fingelson, 2nd inst.—Dalny, 25th ult., Gen.—A. T. & Co.

Luchow, Br. s.s. 1,250, J. Metherell, 3rd inst.—Swatow, 2nd inst., Gen.—B. & S.

Halmun, Br. s.s. 611, Stewart, 3rd inst.—Swatow, 2nd inst., Gen.—D. L. & Co.

Loongsang, Br. s.s. 1,929, W. G. G. Leask, 3rd inst.—Manila, 31st ult., Gen.—J. M. & Co.

Loksang, Br. s.s. 979, D. W. Ritchie, 3rd inst.—Honkoko, 31st ult., Salt—J. M. & Co.

Taiwan Maru, Jap. s.s. 1,165, Sakai, 3rd inst.—Hongay, 31st ult., Coal—Order.

PASSENGERS ARRIVED.

Per s.s. Luchow from Shanghai etc.—Messrs Bull, Christophersen, Mr & Mrs Nichol, Capt H S Walker, Dr Coleman.

Per s.s. Panama Maru from Shanghai—Mrs M Lambert.

Per s.s. Sungkiang from Haiphong—Miss Bakewell.

FRIDAY, 6th Nov.

Straits, Batavia, Cheribon, Samarang & Sourabaya

Swatow, Amoy & Foochow 6th Nov. 1 p.m.

Straits, Burma, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe, L. Letters 10.30 a.m. to 11 a.m. Extra Postage 10 cents.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The parcel mail will be closed on Thursday, the 5th Oct. at 5 p.m. 6th Nov. 10.30 a.m.

SATURDAY, 7th Nov.

Philippine Is. 7th Nov. 2 p.m.

Siberian Mail. Shanghai & North China (Europe via Siberia) 7th Nov. 4 p.m.

(Tientsin-Pukow Service Shanghai Br. P.O. 5 p.m. Monday, 16th Nov.)

Shanghai, N. China, Wei-hai-wei and Tientsin 7th inst., 4 p.m.

SUNDAY, 8th Nov.

Swatow 8th Nov. 9 a.m.

FRIDAY, 13th Nov.

Swatow & Bangkok 13th inst. 3 p.m. 3

TUESDAY, 10th Nov.

Swatow, Amoy & Foochow 10th Nov. 1 p.m.

Philippine Is. 10th Nov. 8 p.m.

WEDNESDAY, 11th Nov.

Shanghai, North China, Japan, via Nagasaki, Victoria, B.C., Tacoma & United Kingdom via Canada 11th Nov. 1 p.m.

Canton, Amoy & Fuzhou 11th Nov. 1 p.m.

SATURDAY, 14th Nov.

Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. 14th Nov. 3 p.m.

THURSDAY, 8th Dec.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. 8th Dec. 11 a.m.

TIDE TABLE.

2nd Nov. to 8th Nov., 1914.

High Water Mean Time. Low Water Mean Time.

Nov. 2nd 10.15 4.15
Nov. 3rd 11.15 5.15
Nov. 4th 12.15 6.15
Nov. 5th 1.15 7.15
Nov. 6th 2.15 8.15
Nov. 7th 3.15 9.15
Nov. 8th 4.15 10.15

Nov. 9th 5.15 11.15
Nov. 10th 6.15 12.15
Nov. 11th 7.15 1.15
Nov. 12th 8.15 2.15
Nov. 13th 9.15 3.15
Nov. 14th 10.15 4.15

Nov. 15th 11.15 5.15
Nov. 16th 12.15 6.15
Nov. 17th 1.15 7.15
Nov. 18th 2.15 8.15
Nov. 19th 3.15 9.15
Nov. 20th 4.15 10.15

Nov. 21st 5.15 11.15
Nov. 22nd 6.15 12.15
Nov. 23rd 7.15 1.15
Nov. 24th 8.15 2.15
Nov. 25th 9.15 3.15
Nov. 26th 10.15 4.15

Nov. 27th 11.15 5.15
Nov. 28th 12.15 6.15
Nov. 29th 1.15 7.15
Nov. 30th 2.15 8.15
Nov. 1st 3.15 9.15
Nov. 2nd 4.15 10.15

Nov. 3rd 5.15 11.15
Nov. 4th 6.15 12.15
Nov. 5th 7.15 1.15
Nov. 6th 8.15 2.15
Nov. 7th 9.15 3.15
Nov. 8th 10.15 4.15

Nov. 9th 11.15 5.15
Nov. 10th 12.15 6.15
Nov. 11th 1.15 7.15
Nov. 12th 2.15 8.15
Nov. 13th 3.15 9.15
Nov. 14th 4.15 10.15

WEATHER REPORT.

On the 3rd at 11.30—The barometer has fallen quickly over N. China and S. Manchuria, owing to the formation of a depression over the Gulf of Pechili.

Pressure has decreased slightly elsewhere, except over North Japan, where a considerable increase has occurred; the anticyclone having moved into the Pacific.

Gradients over the China Sea are slight, and light easterly winds and unsettled weather may be expected over the Northern portion.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.20 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. and S.E. winds, light, fair to showery.

2 Formosa Channel. The same as No. 1.

3 South coast of China bet. H.K. and Lamoo. The same as No. 1.

4 South coast of China bet. H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

3rd Nov. a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wootack 7a. 30.37 24.00 80 50

Namur 6a. 30.44 24.00 80 50

Hakodate 6a. 30.42 24.00 80 50

Tokio 6a. 30.33 24.00 80 50

Kobe 6a. 30.35 24.00 80 50

Nagasaki 6a. 30.37 24.00 80 50

Kyushu 6a. 30.39 24.00 80 50

Oshima 6a. 30.43 24.00 80 50

Naha 6a. 30.43 24.00 80 50

Palmyra 6a. 30.47 24.00 80 50

Bonin Is. 6a. 30.22 24.00 80 50

Chesoo 6a. 29.84 65.95 50 40

Wharvel 6a. 30.01 65.95 50 40

Hankow 6a. 30.00 70.00 50 40

Shanghai 6a. 30.06 72.100 50 40

Amoy 6a. 30.06 72.100 50 40

Swatow 6a. 30.06 72.100 50 40

Taihou 6a. 30.06 72.100 50 40

Taiwan 6a. 30.06 72.100 50 40

Koshun 6a. 30.06 72.100 50 40

P'ores 6a. 30.01 72.100 50 40

Canton 6a. 29.98 72.100 50 40

H'kong 6a. 29.95 74.88 50 40

Guy Rock 6a. 29.95 74.88 50 40

Macao 6a. 29.95 72.100 50 40

Shanghai 6a. 29.95 72.100 50 40

Phulien 6a. 29.95 72.100 50 40

Tourane 6a. 29.95 72.100 50 40

O. St. J. 6a. 29.95 72.100 50 40

Aparri 6a. 29.95 72.100 50 40

Manila 6a. 29.95 72.100 50 40

Legaspi 6a. 29.95 72.100 50 40

Hilo 6a. 29.95 72.100 50 40

Bacolod 6a. 29.95 72.100 50 40

Cebu 6a. 29.95 72.100 50 40

Labuan 6a. 29.95 72.100 50 40

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For Steamers To Sail On Remarks

LONDON, via Us- Nankin } noon } Freight
ual Ports of Call } Capt. G. Manley } 6th Nov. } & Passage

SHANGHAI Nubia } about } Freight
Capt. J. Fox } 9th Nov. } & Passage

SHANGHAI, MOJI, KOBE AND YOKO- Hama Nagoya } about } Freight
Capt. W. H. Sweny } 16th Nov. } & Passage
R.N.R.

LONDON & Genoa via Singapore, Penang, Ombo, Port Said, and Marseilles Nellore } about } Freight
Capt. J. Gaunt } 25th Nov. } & Passage
R.N.R.

Subject to alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.